

CHEVELLE
CHEVELLE
CHEVELLE

1977 Chevelle Owner's Manual

Important operating, safety and maintenance instructions • 1977 Chevrolet

CLASSIC CAR ARCHIVE



A WORD TO CHEVELLE OWNERS . . .

This manual has been prepared to acquaint you with the operation and maintenance of your 1977 Chevelle and to provide important safety information. It is supplemented by two convenient folders which provide additional information on vehicle maintenance and warranties. We urge you to read these publications carefully and follow the recommendations to help assure the most enjoyable and troublefree operation of your vehicle.

When it comes to service, remember that your Chevrolet dealer knows your vehicle best and is interested in your complete satisfaction. Return to him for Guardian Maintenance Service and any other assistance you may require.

To assist dealers in handling your needs, Chevrolet maintains a number of Zone Offices throughout the country. Should you have a problem that cannot be handled through normal channels, follow the procedure presented in Section 6 of this manual under the heading, "Owner Assistance".

We would like to take this opportunity to thank you for choosing a Chevrolet product—and assure you of our continuing interest in your motoring pleasure and satisfaction.

Chevrolet Motor Division

FOR CONTINUING SATISFACTION, KEEP YOUR
GM CAR ALL GM. GENERAL MOTORS PARTS ARE
IDENTIFIED BY ONE OF THESE TRADEMARKS:



NOTE TO CANADIAN OWNERS:

If preferred, a French Owner's Manual can be obtained from either your Dealer or by writing to General Motors of Canada Limited, Owner Relations Department, Oshawa, Ontario L1J 5Z6.

Aux propriétaires canadiens

On peut se procurer un exemplaire de ce Guide en français auprès du concessionnaire ou du service des relations avec la clientèle, General Motors of Canada Limited, Oshawa, Ontario L1J 5Z6.

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1977 CHEVELLE OWNER'S MANUAL

This manual should be considered a permanent part of the vehicle, and must remain with the vehicle at time of resale.

CHEVROLET MOTOR DIVISION

**GENERAL MOTORS
CORPORATION**

DETROIT, MICHIGAN 48202

All information, illustrations and specifications contained in this manual are based on the latest product information available at the time of publication. The right is reserved to make changes at any time without notice.

For vehicles sold in Canada, substitute the name General Motors of Canada Limited, wherever the name Chevrolet Motor Car Division appears in this manual.

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Applicable to CALIFORNIA Sales Only

This vehicle as delivered by GM Chevrolet Division is equipped with a bumper energy absorption system meeting California S.B.42 (1971) as set forth in Sec. 34715 Vehicle Code.

Applicable to FLORIDA Sales Only

This vehicle as delivered by GM Chevrolet Division is equipped with a bumper energy absorption system meeting section 501.125, Florida Statutes, as amended June 10, 1974.

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YOUR CAR'S FIRST FEW HUNDRED MILES OF DRIVING

You can operate your new car from its very first mile without adhering to a formal "break-in" schedule. However, during the first few hundred miles of driving you can, by observing a few simple precautions, add to the future performance and economy of your car.

It is recommended that your speed during the first 500 miles be confined to a maximum of 55 M.P.H., but do not drive for extended periods at any one constant speed, either fast or slow. During this period, avoid full throttle starts and, if possible, avoid hard stops especially during the first 200

miles of operation since brake misuse during this period will destroy much future brake efficiency.

Always drive at moderate speed until the engine has completely warmed up.

If you plan to use your new car for trailer hauling see additional information. on page 1-10.

**SEE PAGE 5-20 FOR ADDITIONAL INFORMATION
ON HOW TO IMPROVE YOUR GAS MILEAGE.**

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BEFORE DRIVING YOUR CAR

DRIVER CHECKLIST

Before Entering Car

1. See that windows, mirrors and lights are clean.
2. Visually note inflation condition of tires. See page 5-14.
3. Check that all lights work.
4. Check that area to rear is clear if about to back up.

Before Driving Off

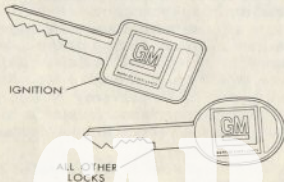
1. Lock all doors.
2. Position seat, and adjust head restraints, if so equipped.
3. Adjust inside and outside mirrors.
4. Fasten belt restraints.
5. Check that warning bulbs light when key is turned to start position.
6. Check all gauges, if so equipped.
7. Release parking brake and see that brake warning light turns off.
8. Be sure you understand your car

and its equipment and how to operate it safely.

Keys

Two separate identifiable keys—with different cross section—are provided for the lock cylinders on your car. The key codes are stamped on the “knock out” plug in the key head.

- **Key with square head (stamped “E”) — for ignition lock only.**



- **Key with oval head (stamped (“H”) — for all other locks.**

For vehicle security:

- Remove the knock out plugs from the keys and record the code numbers.
- Keep the key codes in a safe place such as your wallet, **NOT IN THE CAR.**

In the event the original keys are lost, duplicates can be made by your dealer or a locksmith using the key code information.

If it is necessary to park in an attended lot separate and leave your square ignition key only. Lock your glove box and take the round key

REMINDER: Remove the ignition key when the vehicle is not attended by a responsible person.

with you. This will prevent any unauthorized entry into the glove box and trunk compartments.

Door Locks

Front and rear side doors can be locked from the inside by depressing the passenger guard door lock buttons located on the upper door panel. All doors can be locked from the outside by first depressing the door lock button and closing the door.

The front doors can also be locked by using the key.

All models have as a standard safety feature overriding door locks. When the doors are locked, the

REMINDER: Always lock the doors when driving, for greater security in the event of an accident, to help keep children from opening door, and for greater security against entry by unwelcome persons while momentarily stopped.

door latch mechanism is inoperative, preventing inadvertent opening of the door by movement of the inside handle.

SEAT CONTROLS

Adjustment of Seat Position Manually Operated Front Seats

The front seats may be adjusted forward or rearward by moving the control lever at the side of the seat

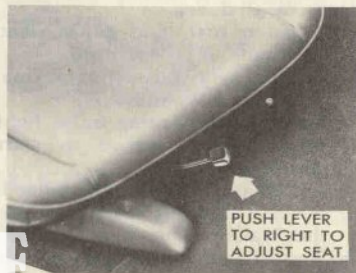
CAUTION: After adjusting manually operated seat, always use body weight to push forward and backward on seat—to assure that seat adjusters have securely engaged in the new position. Motion of the seat indicates that at least one adjuster did not engage, which could increase the chance of injury and/or the severity of injury in the event of an accident. If this condition persists, take the vehicle to your dealer for service.

Do not adjust a manually operated driver's seat while the car is moving—the seat could move unexpectedly, possibly causing loss of control of the vehicle.

forward and exerting slight body pressure in the direction desired. The seat is locked in position when the lever is released.

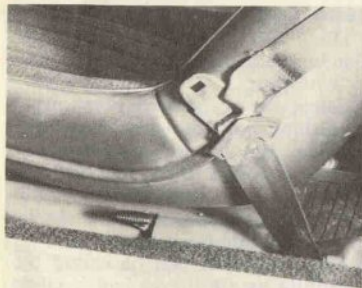
Swivel Bucket Seats

The front seats may be adjusted forward or rearward by moving the control lever at the front of the seat. Move control lever to the right to release the locking mechanism; then exert slight body pressure to move seat to desired position. Re-



PUSH LEVER
TO RIGHT TO
ADJUST SEAT

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Power Operated Front Seats

The six-way power seat control switch is located on the driver's seat left side panel.

The seat can be operated as follows:

1. The front control provides up and down movement of the front of the seat.
2. The center control provides forward and backward movement and up and down movement of the entire front seat.
3. The rear control provides up and down movement of the rear of the seat.

REMINDER: Avoid hanging objects on the right hand coat hook in such a way that you block the driver's vision to the right rear quarter.

lease control lever to lock seat in desired position.

The swivel bucket seat can be turned towards the door opening to provide front seating convenience and easy entrance into the rear seat area. To turn swivel seat, depress control lever at outboard side of seat base, then turn seat. Position seat in forward *locked* position, *prior* to operating car.

CAUTION: The filler panel between the rear seat and the rear window should not be used for storage—even of light weight, small articles. They could become dangerous projectiles during an accident. Large items will also reduce vision to the rear.

Front Seat Back Latches

Front seat backs on two-door styles are equipped with a self-latching mechanism to keep the seat back latched in place while in the up position. The latch release lever is located at the lower rear of the seat back nearest the door.

To tilt the seat back forward, lift the latch release lever and tilt the seat back forward. When the seat back is returned to the up position, the seat back will automatically lock.

Keep belt restraints and hardware clear of mechanism when tilting folding seats forward or backwards to help prevent damage to these belt systems.

Power Windows

Power windows have an ignition interlock so the windows cannot be operated unless the ignition switch is in the "on" position.

A master control for all windows is provided at the driver's position. Individual switches are provided under each window for passenger use.

Convex Mirror

If your vehicle is equipped with an optional convex outside rearview mirror (identified by its curved surface) to provide wider vision, note that cars and other objects seen in such a mirror will *appear* smaller and farther away than when seen in a flat mirror. Use care when judging the size or distance of a car or object seen in this convex mirror. Adjust the mirror so you can just see the side of your vehicle in the inboard portion of the mirror.

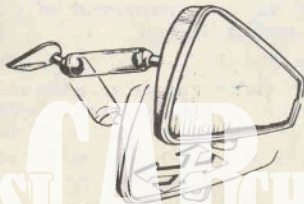
Outside Rearview Mirror

Adjust the outside mirror so you can just see the side of your vehicle in the inboard portion of the mirror.

Inside Rearview Mirror

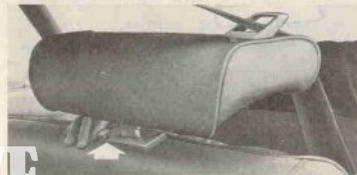
To raise or lower mirror to achieve desired field of view, grasp mirror and exert sufficient pressure by pushing or pulling up, down or sideways.

Switch mirror to night position to reduce glare from following headlights.



Head Restraints

- Head restraints are designed to help reduce injuries due to "whiplash."
- Select one of the three positions—up, intermediate or down—which places the top of the head restraint closest to the top of your ears.
- Do not use head restraint above the up detent position.
- Head restraint can be raised by pulling up until you feel it click into the "detent" position.
- To lower, push release latch at base of supporting rod and push down on restraint.



Occupant Restraint Belts

Lap and shoulder belts provide added security and comfort for you and your passengers. Proper use and care of these belts will assure continuance of this security.

Belt Restraints

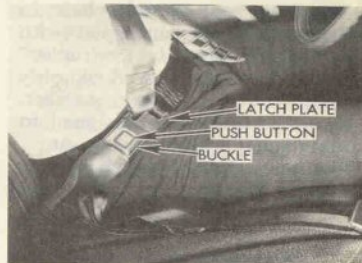
To help lessen the chance of injury and/or the severity of injury in accidents or sudden stops, General Motors recommends that people riding in the vehicle be properly restrained, with the belt restraints provided, including pregnant women and children of all ages. See following pages for information on restraint of pregnant women, and of children.

Front Seat Lap-Shoulder Belt Combination

- Adjust front seat to satisfaction of driver and sit erect and well

back in seat.

- In a single motion, pull the lap-shoulder belt webbing across lap far enough to permit inserting metal latch plate end of belt into the buckle, until a snap is heard. If webbing is not pulled out far enough to reach buckle, let lap belt rewind into its retractor to release lock mechanism, so belt can be pulled out to the proper length.
- Position "lap" portion of belt across lap as **LOW ON HIPS** as possible. To reduce the risk of sliding under belt during an accident, adjust to a **SNUG FIT** by pulling belt firmly across lap in direction of lap belt retractor so it can take up slack. The belt retractors are designed to automatically take up excess webbing.



CAUTION: A snug fit and a low lap belt position are essential to lessen the chance of injury and/or the severity of injury in the event of an accident because this spreads the force exerted by the lap belt in a collision over the strong hip bone structure rather than across the soft abdominal area. To help lessen the chance of injury and/or the severity of injury in the event of an accident: never use the same belt for more than one person at a time; avoid wearing belts in a twisted condition; and do not allow belts or hardware to become damaged by being pinched between the seat structural (metallic) members or in the door.

- The front seat shoulder belts in this vehicle are equipped with a "vehicle sensitive retractor" which is designed to lock *only* during a sudden stop or impact. At other times it is designed to move freely with the occupant.
- For best restraint the slight tension on the shoulder caused by



the shoulder belt retractor is desirable.

- A comfort clip is provided for those who find the shoulder belt tension a source of discomfort. If the shoulder belt tension becomes uncomfortable, pull down on the shoulder belt to provide the *least* amount of slack necessary to relieve tension (not *more* than one inch), then push the comfort clip snugly against the guide loop.



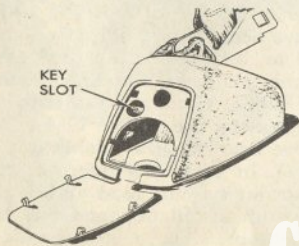
- To unfasten belts, depress push button in center of buckle.
- When no longer in use, front seat lap-shoulder belts can be stowed by allowing them to rewind into their retractors. The comfort clip can be adjusted when removing belts, so shoulder belt slack will be fully taken up by retractor.

CAUTION: Excessive slack could result in increased personal injury due to reduced restraint system effectiveness. Do *not* wear shoulder belt under the arm or otherwise improperly positioned. Such improper use could increase the chance of injury and/or the severity of injury in the event of an accident.

NOTE: Take care not to let the "lap" portion of the belt twist while it is being rewound into the retractor. The bulk of the twisted belt may cause the retractor to jam so it will not rewind further while at the same time the retractor's locking

mechanism may prevent the belt from being withdrawn.

To release a jammed belt, open the cover on the rear of the retractor and rotate the key slot while pulling the belt upward (See illustration). This should allow the belt to be untwisted. If your retractor does not have such a key slot or for some reason the lap belt portion remains jammed, or other parts of the restraint system do not operate properly, take the vehicle to your dealer for service.



Restraint of Pregnant Women

To help lessen the chance of injury and/or the severity of injury to a pregnant woman and her unborn child in the event of an accident, General Motors recommends that pregnant women use a lap-shoulder belt restraint whenever it is available. It is also recommended that the lap belt be used alone if a shoulder belt is not available. In either case, the lap belt should be worn as low and snug over the hips as possible, as advised for regular seat belt use.

Belt Restraint Light/Buzzer Reminder

- When the ignition key is turned to On or Start, a reminder light is designed to come on for four to eight seconds, to remind occupants to fasten their belt restraints.

- If the driver has not buckled his belt restraint prior to turning the key to On or Start, a buzzer is designed to sound for four to eight seconds (or until buckled) to remind him to do so.

If the belt restraint system or reminder system does not work as described, see your dealer for information and assistance.

Lap Belts (For Rear Seat and Center Front Seat Passengers)

- Rear seating positions next to side windows (except station wagon third seats) have retractors which are designed to automatically take up excess webbing. These belts should be positioned, secured and released as described above under "Front Seat Lap-Shoulder Belt Combination." After fastening, check that belt is snug by pulling belt firmly

across lap in direction of lap belt retractor, so it can take up slack.

- Lap belts at center seating positions also should be positioned, secured and released as described above, and adjusted to a SNUG FIT by pulling on the end of the belt extending from the adjustable latch plate.



- To lengthen lap belt at center seating positions (and station wagon third seats) place adjust-

able latch plate at right angles to the belt webbing and pull on latch plate; belt should then slide easily through the adjustment feature.

Belt Restraint Inspection

- Periodically inspect belts, buckles, latch plates, retractors, reminder systems, guide loops, clips, and anchors for proper operation, and also for damage that could lessen the effectiveness of the restraint system.
- Keep sharp edges and damaging objects away from belts, and other parts of restraint system.
- Replace belts if cut, weakened, frayed, or subjected to collision loads.
- Check that anchor mounting bolts are tight.
- Have questionable parts replaced.
- Keep belts clean and dry.

- Clean only with mild soap solution and lukewarm water.
- Do not bleach or dye belts since this may severely weaken them.

Child Restraint

Children in automobiles should be restrained to lessen the risk of injury in accidents or sudden stops. General Motors dealers offer restraint systems designed by GM specifically for use with infants and with small children. For babies up to 20 pounds, General Motors recommends the use of the GM "Infant Love Seat." For children weighing 20 to 40 pounds, up to 3 feet-4 inches in height, who are able to sit up alone, General Motors recommends the use of the GM "Child Love Seat" (not available in Canada). In using any infant or child restraint system, read and comply with all installation and usage instructions.

If a child is traveling in a vehicle not equipped with a General Motors infant or child restraint or other appropriate infant or child restraint system, the following precautions should be taken:

1. Infants unable to sit up by themselves should be restrained by placing them in a covered, padded bassinet which is placed crossways in the vehicle (width-



wise) on the rear seat. The bassinet should be securely restrained with the regular vehicle belt restraints. An alternate method is to position the bassinet so that it rests against the back of the front seat, again crossways in the vehicle.

2. Children able to sit up by themselves should be placed on a seat and restrained with belt restraint.



When children ride in the front seat, both lap and shoulder belt should be worn. If the shoulder belt causes neck or face irritation due to the child's size, this may be reduced in some cases by positioning the child further inboard. If serious discomfort continues, the child should be lap belted in the rear seat. Never allow child to stand or kneel on any seat.

3. General Motors recommends that children be restrained properly when riding. However, if unusual conditions prohibit use of restraints and require that a child must stand, he should stand on the floor directly behind the front seat. This will help minimize the possibility of injury from frontal force impacts in the event of such an accident.

Trailer Towing

Since passenger cars are designed and intended to be used primarily as passenger conveyances, towing a trailer will affect handling, durability and economy. Maximum safety and satisfaction depends upon proper use of correct equipment and avoiding overloads and other abusive operation.

The maximum loaded trailer weight which you can pull with your car depends on what special equipment has been installed on your car. Chevrolet does not recommend towing any trailer over

CAUTION: Do not attempt to tow any trailer over 6,000 pounds gross trailer weight regardless of the trailer towing equipment installed. This could overload your vehicle and seriously affect vehicle performance and vehicle handling which in turn could result in personal injury.

1,000 pounds gross trailer weight unless the car has the required equipment.

Information on trailer towing capabilities, special equipment required, and optional equipment should be obtained from your Chevrolet Dealer or by writing Owner Relations Department, Chevrolet Motor Division, Detroit, Michigan 48202 (or in Canada by writing to General Motors of Canada Limited, Owner Relations Department, Oshawa, Ontario L1J 5Z6).

Tires

When towing trailers using a dead weight hitch, tires should be inflated to the inflation pressures shown opposite "Up to Vehicle Capacity" on the placard affixed to the left front door. For trailers using weight distributing hitches, increase front tire inflation pressure 2 psi above the inflation pres-

ures shown opposite "Up to Vehicle Capacity" on the tire placard. This increase should never exceed the maximum pressure indicated on the side of the tire.

The allowable passenger and cargo load for this vehicle, also shown on the same placard, is reduced by the trailer tongue weight, whenever the trailer is attached to the vehicle.

Maintenance

More frequent vehicle maintenance is required when using your car to pull a trailer. Change the:

- Automatic transmission fluid and filter each 15,000 miles. (See *Trailering brochure for additional information.*)
- Rear axle fluid each 15,000 miles.
- Engine oil each 3,000 miles or 3 months, whichever occurs first.

- Positive crankcase ventilation valve each 12 months or 15,000 miles, whichever occurs first.

Periodically check that all trailer hitch bolts and nuts are tight. See index and maintenance schedule folder to find important information on belts, cooling system care and automatic brake adjustment.

Break-in Schedule

In addition to the new car break-in instructions in this manual, it is recommended that your new car be operated for 500 miles before trailer towing. If it is necessary to tow during this period, avoid speeds over 50 MPH and full throttle starts. The same care should be observed whenever a new engine, transmission or axle is installed in your car.

CAUTIONS:

BRAKES

To help avoid personal injury due to inadequate braking action:

- *Trailer brakes of adequate size are required on trailers over 1,000 pounds loaded weight.*
- *If trailer brakes are to be used with your 1977 Chevrolet, make sure you follow the recommendations of the trailer brake manufacturer for installation of the components required for trailer brake actuation and balance.*
- *Do not tap into the towing vehicle's hydraulic brake system if operation of the trailer brake system requires more than 0.02 cubic inch of fluid displacement from vehicle's master cylinder. The vehicle's master cylinder fluid capacity will not be sufficient to operate both towing vehicle and trailer brakes under all conditions of use if more than 0.02 cubic inch of fluid displacement is required.*
- *All hydraulic components must be capable of withstanding 1,000 psi. The hydraulic connection must be made to the master cylinder port supplying fluid to rear brakes. Copper tubing is subject to fatigue failure and must not be used in such connections.*

- *Before descending a steep or long grade, down a mountain or hillside, reduce speed and shift into a lower gear (with either automatic or manual transmission cars). Use the lower gear ranges to control vehicle speed. Avoid prolonged or frequent application of the brakes which could cause overheating and thus reduce brake effectiveness.*

HITCHES

To help avoid personal injury due to loss of directional stability (sway caused by such things as cross winds, big trucks passing and road irregularities), or due to separation of the trailer:

- *A properly installed and adjusted (1) frame mounted weight-distributing hitch and (2) sway control of sufficient capacity are required for trailers over 2000 pounds loaded weight.*
- *It is important that the trailer tongue load be maintained at approximately 10% of the loaded trailer weight for dead weight hitches and approximately 12% for weight-distributing hitches. Tongue loads can be adjusted by proper distribution of the load in the trailer and can be checked by weighing separately the loaded trailer and then the tongue.*

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- *Do not use axle-mounted hitches. They can cause damage to the axle housing, wheel bearings, wheels or tires.*
- *Whenever a trailer hitch is removed, be certain to have any mounting holes in the underbody properly sealed to prevent possible entry of exhaust fumes, dirt or water. (See Engine Exhaust Gas Caution)*

NOTICE: Use only trailer hitches which permit normal operation of the Energy Absorbing Bumper system, if so equipped. For example, a rigid fore and aft connection between the bumper and any other part of the vehicle should be avoided, otherwise damage may be increased in the event of a collision.

TRAILER TOWING TIPS

Getting Underway

If the trailer is equipped with electric trailer brakes, before entering traffic, start the combination

moving and manually apply the electric brakes to determine if the trailer brakes are operating and the trailer electrical system is connected.

Engine Cooling

In the event of an engine over heat condition, see the procedures in the "In Case of Emergency" section of this manual.

Long Uphill Grades

When ascending long uphill grades, the possibility of engine overheating can be reduced by down-shifting the transmission to a lower range gear and reducing speed to 45 mph or below.

Transmission

See the procedure for checking transmission fluid level in the Maintenance section of this manual.

Parking

Parking of vehicles with trailers on a grade is not recommended. However, should this be necessary, the following sequence should be used: (1) Apply regular brakes; (2) have someone place wheel chocks under trailer wheels; (3) when wheel chocks are in place, release regular brakes until chocks absorb load; (4) apply parking brakes; (5) place transmission in "Park" position. Reverse above sequence when starting.

If the vehicle is parked on a grade and the transmission selector lever is placed in "Park" before the trailer wheels are chocked and parking brake is set, the weight of the car and trailer may exert so much force on the parking pawl in the transmission that it may be difficult to pull the selector lever out of "Park".

Operation in Foreign Countries

Your vehicle is designed to operate on unleaded fuel of approximately 91 research octane number.

If you plan to operate your vehicle outside the United States and Canada, where unleaded fuels are not available, there is a possibility that the fuels available in some countries are so low in octane rating that excessive knocking and serious engine damage may result from their use. Also, if leaded fuels

are used in vehicles designed for unleaded fuels, it may render catalytic converter less effective as an emission control if the vehicle is so equipped. The use of leaded fuel in a vehicle designed for unleaded fuel will require different maintenance intervals. To obtain information on the octane rating, the availability of non-leaded fuels in the countries in which you plan to travel, and a maintenance schedule to be used when operating on leaded fuel, write to Chevrolet Motor Division, Customer Services Department, Detroit, Michigan 48202, (or in Canada write to General Motors

of Canada Limited, Owner Relations Department, Oshawa, Ontario), giving:

- The vehicle identification number.
- The country or countries in which you plan to travel.

It is recommended that you do not operate your vehicle in any country not having fuels meeting the requirements of your car's engine as these may cause engine damage for which Chevrolet is not responsible under the terms of the Chevrolet New Vehicle Warranty or Emission Control Systems Warranty.

STARTING AND OPERATING

Engine Exhaust Gas Caution (Carbon Monoxide)

Avoid inhaling exhaust gases because they contain carbon monoxide, which by itself is colorless and odorless. Carbon monoxide is a dangerous gas that can cause unconsciousness and is potentially lethal.

If at any time you suspect that exhaust fumes are entering the passenger compartment, have the cause determined and corrected as soon as possible. If you must drive under these conditions, drive only with all windows fully open.

The best protection against carbon monoxide entry into the car body is a properly maintained engine exhaust system, car body and body ventilation system. It is recommended that the exhaust system and body be inspected by a competent mechanic:

- Each time the vehicle is raised for oil change.
- Whenever a change is noticed in the sound of the exhaust system.
- Whenever the exhaust system, underbody or rear of the vehicle is damaged.

See your Maintenance Schedule folder for inspection procedure.

To allow proper operation of the car's ventilation system, keep front ventilation inlet grille clear of snow, leaves or other obstruction at all times.

SITTING IN A PARKED CAR WITH ENGINE RUNNING FOR AN EXTENDED PERIOD IS NOT RECOMMENDED.

Do not run engine in confined areas such as garages any more than needed to move vehicle in or out of area. When vehicle is stopped in an UNCONFINED area with the engine running for any more than a short period, adjust heating or cooling system to force outside air into car as follows:

1. On cars not equipped with air conditioning, set fan to medium or high speed and upper control lever to any position except OFF.
2. On cars equipped with manual air conditioning, set fan to medium or high

speed, upper control lever to any position except OFF, and lower control lever to any position except extreme left COLD.

The trunk lid should be closed while driving to help prevent inadvertently drawing exhaust gases into the car. It is unwise to drive at high speeds for long durations with the trunk lid open. However, if for some reason the trunk must remain open for a period while moving, or electrical wiring or other cable connections to a trailer must pass through the seal between trunk lid and body, the following precautions should be observed:

- Close all windows.
- Adjust heating or cooling system to force outside air into car as described in items 1 and 2 above but with fan set at high speed.
- On cars equipped with outside air vents in or under instrument panel, open vents fully.

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STEERING COLUMN CONTROLS

Anti-Theft Steering Column Lock

NOTE: *The anti-theft steering column lock is not a substitute for the parking brake. Always set the parking brake when leaving the car unattended.*

The anti-theft lock, located on the right side of the steering column, has five positions:

- **Accessory** — Permits opera-

tion of electrical accessories, except power windows, when engine is not running. To engage, push key in and turn toward you (counterclockwise).

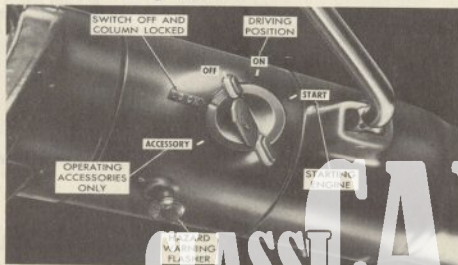
- **Lock**—Normal parking position.

Locks ignition and provides added theft protection by preventing normal operation of steering wheel and shift controls. Key can-

not be returned to “Lock” position and removed until transmission is placed in “Park” (automatic transmission models) or in reverse on manual transmission models.

- **Off** — Permits turning engine off without locking steering wheel and shift controls.
- **Run (ON)** — Normal operating position.
- **Start** — Permits engagement of starter.

If difficulty is experienced in turning the ignition key and lock knob to unlock the ignition, attempt to turn the steering wheel as hard as possible in the direction the wheels are turned. At the same time turn the ignition-lock knob in a clockwise direction with as much effort as you can apply with your own hand. Do not attempt to use a tool of any kind to apply additional force on the lock knob, as this could break the knob.



Theft Protection

Your new Chevrolet has been equipped to help prevent theft of the vehicle itself, its equipment, and contents. However, these security features *depend upon* your cooperation to be effective.

THE TIME TO BE MOST ON GUARD IS WHEN LEAVING THE CAR...

- LOCK THE STEERING COLUMN AND TAKE THE KEYS:

- Turning the key to the "LOCK" position and removing the key is designed to lock the ignition and *both* steering and shift controls.
- If it is necessary to leave a key with the vehicle, leave the square head ignition key only; take the round head key with you. This will help prevent unauthorized entry into your vehicle at a later date or into your glove compartment (if locked) or trunk.
- FULLY CLOSE ALL WINDOWS AND LOCK ALL DOORS
- KEEP VALUABLES OUT OF SIGHT AND LOCKED UP:
 - Never leave things of value in plain sight on seat or floor.
 - The glove box offers a place to hide small items and if locked, provides still more security.
 - Lock larger items in the trunk, or place them in the rear storage compartment of wagons.

PARKING

When leaving your car unattended,

- Set parking brake.
- Place automatic transmission selector in Park (Reverse for manual transmission).
- Turn key to LOCK position.
- Remove key (the buzzer will remind you).
- Lock all doors.

IMPORTANT: Do not park your car over combustible materials, such as grass or leaves, which can come into contact with the hot exhaust system and cause such materials to ignite under certain wind and weather conditions.

NOTICE: Do not leave your car unattended with the engine running. If the engine should overheat while your car is unattended, the temperature warning light or gauge would go unheeded which could result in extensive damage to your car.

Starting the Engine

Auto Transmission Models

1. **Apply the parking brake.**
2. **Place transmission selector in "P" or "N" ("P" preferred).**
A starter safety switch prevents starter operation while the transmission selector is in any drive position. (If it is necessary to re-start the engine with the car moving, place the selector lever in "N".)
3. **Depress accelerator pedal and activate starter as outlined below for different conditions.**

IMPORTANT: Do not keep the starter engaged for more than 15 seconds at a time. Wait 10 or 15 seconds before trying again.

- **Cold Engine**—Depress accelerator pedal to floor and release slowly. Start engine. Do not kick down from fast idle.

If engine starts, but fails to run, repeat this procedure. When engine is running smoothly, (approximately 30 seconds), the idle speed may be reduced by slightly depressing the accelerator pedal and then slowly releasing.

CAUTION: Extended running of engine (5 minutes or more), without depressing accelerator pedal, could cause damage to engine or exhaust system due to overheating.

- **Warm Engine L-6**—Depress accelerator pedal about half-way and hold while cranking. Start engine.

V-8—Do not depress the accelerator pedal. Start engine with throttle closed. If crank time exceeds three seconds, depress accelerator pedal to one-third of travel while cranking.

CLASSICARCHIVE

- **Extremely Cold Weather (Below 0° F.) (-18° C.) Or After Car Has Been Standing Idle Several Days—**

Fully depress and release accelerator pedal two or three times before cranking the engine. *With foot off the accelerator pedal*, crank the engine by turning the key to the Start position and release when engine starts.

Manual Transmission Models

1. Apply the parking brake, fully

depress clutch pedal, and shift transmission to neutral.

2. Hold clutch pedal to floor throughout the starting procedure. A starter safety switch prevents starter operation when the clutch is not fully depressed. (Select the proper gear position before releasing the clutch pedal.)
3. Operate accelerator pedal and starter as outlined in step 3 under Automatic Transmission Models.

Engine Flooded

Depress accelerator pedal and hold to floor while starting until engine is cleared of excess fuel and is running smoothly. Never "pump" the accelerator pedal.

Warm-Up

Always let the engine idle for 20 to 30 seconds after starting and drive at moderate speeds for several miles, especially during cold weather.

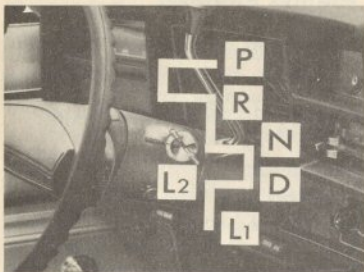
Driving with the Chevrolet Automatic Transmissions

The Turbo Hydra-matic is a completely automatic transmission which replaces the standard clutch and transmission. After starting the engine with the selector lever in N (Neutral) or P (Park) position, select the range desired (see table)

and depress the accelerator. A gradual start with a steady increase in accelerator pressure will result in best possible fuel economy. Rapid acceleration for fast starts will result in greater fuel consumption.

Automatic transmission shift

quadrants of all GM cars continue the uniform sequence of selector positions. This particularly benefits multicar families and those who occasionally drive other cars. Shift indicators are arranged with "Park" position at one end, fol-

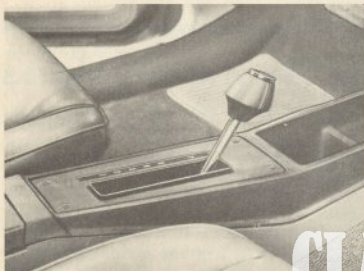


lowed in sequence by "Reverse", "Neutral" and the forward driving ranges. All automatic transmissions are equipped with a starter safety switch designed to permit starting the engine only when the transmission selector is

in the "Park" or "Neutral" position. For additional engine braking effect, as sometimes needed in mountainous driving, place the transmission in an intermediate or low range.

Turbo Hydra-Matic Automatic Transmission

	P—PARK	Use only when car is stopped.
	R—REVERSE	For backing car—from stop.
Console	N—NEUTRAL	For standing (Brakes Applied).
3	D—DRIVE	For forward driving. Depress accelerator to floor for extra acceleration below 65 mph; depress accelerator half-way at speeds below 30 mph.
2	L₂—LOW₂	For driving in heavy traffic or on hilly terrain. Shift into L ₂ at any speed. The transmission will shift into second gear and remain in second until the vehicle speed or throttle are reduced to obtain first gear operation in the same manner as in D range. L ₂ range position prevents the transmission from shifting to 3rd gear.
1	L₁—LOW₁	For hard pulling through sand, snow or mud, and for climbing or descending steep grades. Shift into L ₁ at any vehicle speed. Depending upon the axle ratio of the vehicle the transmission will shift to second gear at any speed above approximately 40 mph and will shift to 1st gear as speed is reduced below 40. L ₁ range position prevents the transmission from shifting out of first gear.



Column Shift Lever

The heavy line in the illustrations indicates the movement of the shift lever as it is lifted to shift into Reverse or Low and into or out of Park position.

CAUTION: Before descending a steep or long grade, down a mountain or hillside, reduce speed and shift into a lower gear with either automatic or manual transmission cars. Use the lower gear ranges to control vehicle speed. Avoid prolonged or frequent application of the brakes which could cause overheating and thus reduce brake effectiveness.

Floor Console Shift Lever

The floor console shift lever may be moved freely between Neutral and Drive and between 1 and 2. Press lightly on the shift lever button (located on top of the shift lever) as you shift into Reverse or from Drive into 2. Depress the button fully when shifting into or out of the Park position. Exercise care when depressing button to prevent unintentional shifts to Park, 2, or Reverse.

A separate and supplementary feature of the floor console shifter

allows rapid upshifting as follows: with lever in L_1 , pushing forward and to the right will cause lever to hit positive stop at L_2 . An identical action can be made between L_2 and Drive. It should be noted that the transmission responds to manual upshift only within the load and speed criteria that satisfy requirements for an automatic upshift.

CAUTION: Use caution when accelerating or shifting into lower range or lower gear on slippery surfaces with vehicle moving—the abrupt acceleration or engine braking action could cause the rear wheels to skid possibly leading to loss of vehicle control.

Driving with Manual Transmissions

The 3-speed manual transmission shift positions follow the standard pattern shown on page 2-8. Depress the clutch pedal fully be-

fore attempting to shift to a different gear, then release the pedal to move in that gear.

The transmission is fully syn-

chronized, and may be downshifted into 1st gear at any speed below 20 m.p.h. Shift into Reverse gear only after the car has stopped.

CLASSIC CAR ARCHIVE

Good Driving Practice with Manual Transmissions

The lower gears of the transmission are used to normally accelerate the vehicle to the desired cruising speed. The highest gear is used to maintain the desired speed.

NOTE: If the vehicle speed is reduced to below 20 MPH, or if the engine is obviously lugging, the transmission should be downshifted from high gear to the next lowest gear. Downshifting two or more gear positions may be necessary to prevent lugging the engine or to provide a satisfactory performance level.

Proper Shift Points for Manual Transmission

In order to produce the best com-

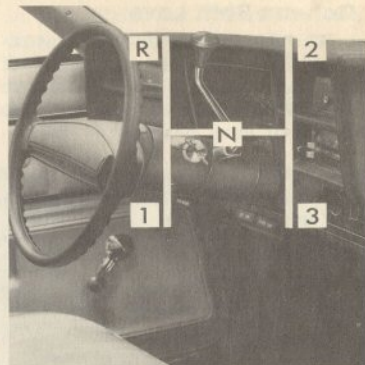
promise between vehicle performance and fuel economy, each up-shift of your transmission should be made as follows.

Engine	1st to 2nd	2nd to 3rd
L-6	20	25 min. to 40 max.(1)

- (1) Shift at maximum vehicle speed listed unless cruising speed has been reached. For cruise select highest gear for that speed (cruising speed is defined as a relatively constant speed operation that includes steady speed operation as well as moderate variations in speed consistent with road and traffic conditions).

Good Driving Tips

Use second gear at slow speeds (less than 30 m.p.h.) when driving in stop-and-go traffic for improved

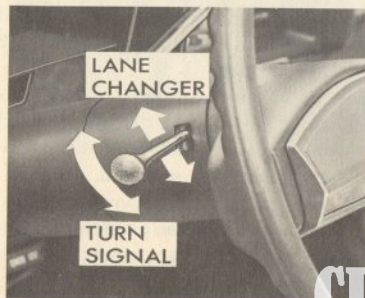


vehicle performance during acceleration; and when descending steep hills.

Also, shift into "Reverse" before shutting off engine. This will permit the ignition key to be turned to the "Lock" position.

Turn Signal and Lane-Change Feature

The turn signal lever is located on the left side of the steering column immediately under the steering wheel. The lever is moved upward to signal a right turn and downward to signal a left turn. Lamps on the front and rear of the car transmit this signal to



other motorists and pedestrians. The ignition switch must be in the "ON" position in order for the turn signals to be operational. This feature prevents battery drain if the lever is left in an "ON" position when your car is not in use.

In a normal turning situation such as turning a corner, the signal is cancelled automatically after the turn is completed. However, in some driving maneuvers such as changing lanes on an expressway, the steering wheel is not turned back sufficiently after completing the turn to automatically cancel the turn signal. For convenience in such maneuvers, the driver can flash the turn signals by moving the turn signal lever part way (to the first stop)

and holding it there. The lever returns to the neutral or cancelled position when the driver releases his hold on the lever.

A green light on the instrument cluster flashes to indicate proper operation of the front and rear turn signal lamps. If the indicator lamp remains on and does not flash, check for a defective lamp bulb. If the indicator fails to light when the lever is moved, check the fuse and indicator bulb.

Power Steering

If the steering system power assist fails due to some malfunction, or because the engine has stalled, the car can still be steered. However, much greater effort is required, particularly in sharp turns.

Tilt Steering Wheel

The tilt steering wheel (optional equipment) can be tilted up above normal position to provide additional room for entrance and exit as well as selected driving positions below normal height. This permits individual selection of the most natural position for all driving conditions. On long trips the steering wheel position can be



changed to minimize tension and fatigue.

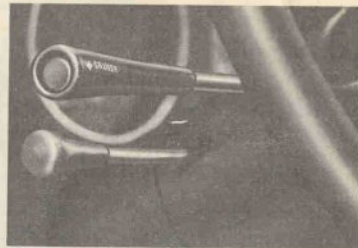
The tilt mechanism is operated by lifting up on the small control lever on the left side of the steering column just below the directional signal, moving the steering wheel to the selected position, and releasing the lever.

Cruise Control

The optional Cruise Control System provides automatic speed control for your comfort when driving on freeways, turnpikes, or other non-congested highways. The system is designed to function above speeds of approximately 30 MPH.

To engage the Cruise Control, proceed as follows:

- Accelerate to desired cruising speed and partially depress and release the control button at the end of the turn signal lever.



- Remove your foot from the accelerator pedal and desired speed will automatically be maintained.
- To change automatic speed setting, press control button until it bottoms and hold until desired speed is attained.
- Before releasing control button, hesitate at the partially depressed position, then remove your foot from the accelerator.

If control button is not fully depressed, when changing speed setting, the car will resume your previously selected speed.

To disengage system, lightly depress brake pedal or fully depress the control button.

CAUTION: To help maintain vehicle control, do not use the Cruise Control when conditions are not suitable for maintaining a constant speed, such as in heavy or varying traffic, or on winding or slippery roads. With the Cruise Control engaged, removing foot from the accelerator pedal does not permit engine speed to return to idle.

Horn

The horn on your vehicle is actuated by firmly pressing on the pad in the center of the steering

wheel. As a good motorist, use of the horn should be kept at a minimum. However, acquaint yourself as soon as possible with this function of your car, should it ever become necessary to give a warning to a pedestrian or another motorist.

Holding Car on an Upgrade

When stopped on an upgrade, maintain your position by applying the brakes. Never hold the car in place by accelerating engine with transmission in gear. This could cause damage by overheating the transmission (automatic) or clutch (manual).

Parking Your Car

Always engage the parking brake and place the automatic transmission selector lever in "Park" position when leaving your car unattended. Also with automatic transmissions, never park for prolonged periods with engine idling and transmission in gear, especially if your car is equipped with air conditioning. This practice is detrimental to the transmission, due to overheating.

NOTE. For operation of hazard flasher, see page 3-1 in Section "In Case of Emergency."

FLOOR CONTROLS

Braking System

The service brake system is designed for braking performance under a wide range of driving conditions even when the vehicle is loaded to its full rated vehicle load.

NOTE: Operation of the brake system warning light is covered on page 2-16.

Power Brakes

- On cars with power brakes, if power assist to the brakes is interrupted due to a stalled engine or a system malfunction, two or more brake applications normally can be made using reserve power.
- If the brake pedal is held down, the system is designed to bring the car to a full stop on reserve power. However, the reserve

power is partially depleted each time the brake pedal is applied and released. Do not pump brakes when brake power assist has been interrupted except when necessary in order to maintain steering control on slippery surfaces.

- When reserve power is exhausted, the vehicle can still be stopped by applying greater force to the pedal.

CAUTION: Driving through water deep enough to wet the brakes and adversely affect brake performance so that the vehicle will not slow down at the usual rate and may pull to the left or right. Applying the brakes lightly will indicate whether they have been so affected. To dry them quickly, lightly apply the brakes while maintaining a safe forward speed with an assured clear distance ahead and to the sides until brake performance returns to normal.

Parking Brake

- To set parking brake, fully de-

press foot pedal at far left side.

- For increased holding power, first depress regular brake pedal with the right foot and hold it while setting the parking brake with the left foot.
- To release parking brake, pull "BRAKE RELEASE" lever on lower left instrument panel.
- As a reminder, the brake system warning light is designed to come on whenever the parking brake control is not fully released, and the ignition is on.
- Never drive car with parking brake set as this may overheat or otherwise damage rear brakes.

Clutch Adjustment —Manual Transmissions

Clutch adjustment should be checked and adjusted periodically as necessary to compensate for clutch facing wear. To check, depress pedal by hand until resistance is felt. Free travel of pedal should

be approximately one inch; if very little or no free travel is evident, clutch adjustment is required.

NOTICE: "Riding the brake" by resting your foot on the brake pedal when not intending to brake can cause abnormally high brake temperatures, excessive lining wear and possible damage to the brakes, in addition to wasting gasoline.

REMINDER: Front disc brakes have a built-in wear indicator that is designed to make a high frequency, squealing, or cricket-like warning sound when the linings are worn to where replacement is required. The sound will occur intermittently or continuously when wheels are rolling, but will disappear when the brake pedal is applied firmly. See also the various brake checks listed in the Chevrolet maintenance schedule folder.

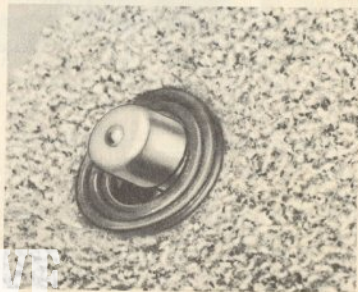
Self-Adjusting Brakes

- Brakes on this car (except for the parking brake) are self-adjusting, designed to eliminate periodic brake adjustments.
- Drum brake adjustment is made automatically as the brakes are applied while car is moving backwards.
- Disc brake adjustment is made automatically with each brake application.
- If excess brake pedal travel develops, drive alternately backward and forward several times and apply brakes firmly in each direction.
- See your dealer if normal pedal travel is not restored, or if there is a rapid increase in pedal travel, which could be a sign of other

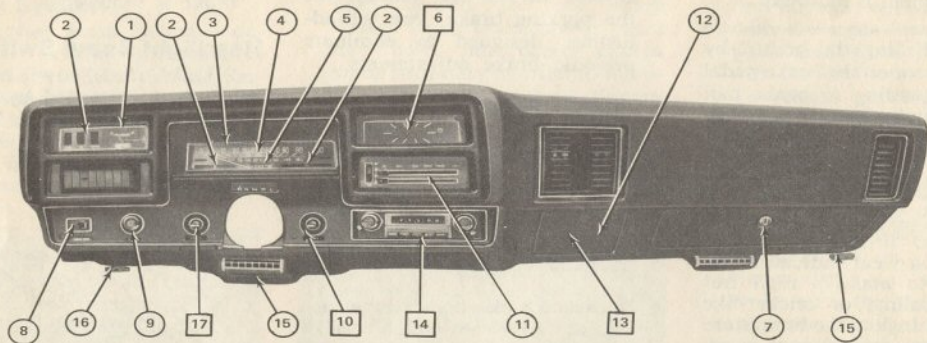
brake trouble. See your dealer also if adjustment of the parking brake is required.

Headlight Beam Switch

"High" and "low" headlight beams are controlled by the floor button at your left foot. The indicator, located on the speedometer dial, will light up when the high beams are in use.



INSTRUMENT PANEL AND CONTROLS



○ STANDARD
 □ OPTIONAL

1. FUEL GAUGE
2. WARNING LIGHTS
3. SPEEDOMETER
4. HI BEAM INDICATOR
5. ODOMETER
6. CLOCK
7. GLOVE BOX
8. WINDSHIELD WIPER-WASHER CONTROL
9. LIGHT SWITCH

10. REAR WINDOW DEFOGGER SWITCH
11. HEATER OR OPTIONAL AIR CONDITIONER CONTROL
12. ASH TRAY
13. CIGARETTE LIGHTER
14. RADIO AND CONTROLS
15. VENT CONTROL
16. PARKING BRAKE RELEASE
17. TAILGATE UNLOCK SWITCH

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INSTRUMENTS

The instruments, gauges and indicator lights conveniently grouped in the instrument cluster are designed to tell you at a glance many important things about the performance of your car. The following information will enable you to more quickly understand and properly interpret these instruments.

Fuel Gauge

The fuel gauge will register the APPROXIMATE fuel level in the tank, when the ignition is in the ON position.

When the gauge registers EMPTY, some fuel is still available as a reserve. When the gauge registers FULL, some additional fuel can still be added to the tank. The following conditions may be considered normal:

- Gas station pump may shut off before fuel gauge indicates FULL.
- Amount of gasoline required for

fill-up may not exactly correspond to gauge.

- Needle may not move away from FULL until some time after fill-up.
- Needle may move during turns, stops and accelerations.

When the ignition switch is turned to the OFF position, the needle will not necessarily return all the way to the EMPTY mark.

Oil Pressure Indicator Light

This light will come on to provide a "bulb check" when the ignition is turned on, but should go out after the engine is started. If light fails to come on with ignition turned on, it could indicate a burned out bulb, a defective electric choke heater circuit (on L-6 engines), or a blown fuse. Have system repaired if light does not come on during check.

Occasionally, this light may flicker momentarily while the engine is running but this will not

harm the system. However, if the light remains on during normal engine operation, the engine should be stopped until the cause of the trouble can be located and corrected. The source of the trouble could be any of the following:

- Loss of engine oil pressure.
- Loss of electric choke heater voltage (on L-6 engines).
- Blown fuse.

NOTICE: Continuing to run the engine with an illuminated oil pressure light can cause serious damage to the engine or unusually high exhaust system temperatures which could result in serious damage to the vehicle.

Generator Indicator Light

The red light will go on when the ignition key is in the "on" position, but before the engine is started. After the engine starts, the light should go out and remain out. If the light remains on when engine

is running, have your Authorized Chevrolet Dealer locate and correct the trouble as soon as possible.

Engine Temperature Indicator Light

This indicator light is provided in the instrument cluster to quickly warn of an overheated engine. With the ignition switch in the START position, the red TEMP indicator will light to let you know that it is operating properly.

When the engine is started, the red light will go out immediately. It will light up at no other time unless for some reason the engine reaches a dangerously high operating temperature. If the light comes on during extreme driving conditions, such as an extended idle, turn off the air conditioner (if used) and run the engine slightly faster than idle speed with the transmission in neutral gear. If the light does not go off within a short period of time (1-2 minutes), then

turn the engine off until the cause of the overheating is corrected. Glance at the instrument cluster frequently as you drive to see if this light is on.

Brake System Warning Light

The service brake system is a dual system designed so that one part will provide some braking action in the event of loss of hydraulic pressure in the other part of the system. If the warning light labeled "BRAKE," located in the speedometer face, comes on and stays on when the ignition is on and after the brakes have been firmly applied it may indicate that there is a malfunction in one part of the brake system.

- As a reminder, the light is designed to come on with the parking brake applied and the ignition on.
- The light is also designed to come on during engine starting to verify that the bulb is operating properly.

- Have system repaired if light does not come on during check.
- This warning light is not a substitute for the visual check of brake fluid level required as part of normal maintenance.

If the light comes on:

- The parking brake pedal control is not fully released or,
- The service brake system is partially inoperative.

What to do:

1. Check that the parking brake is released. If it is . . .
2. Pull off the road and stop, carefully—remembering that:
 - Stopping distances may be greater.
 - Greater pedal effort may be required.
 - Pedal travel may be greater.
3. Try out brake operation by starting and stopping on road shoulder—then:
 - If you judge such operation to

be safe, proceed cautiously at a safe speed to nearest dealer for repair.

- Or have car towed to dealer for repair.

Continued operation of the car in this condition is dangerous.

“Tailgate Ajar” Light— Station Wagon Models

As an added safety feature, the instrument panel contains a “TAILGATE AJAR” warning light located in lower left of the speedometer dial. (Above and to the right of the fuel gauge on models equipped with SS clusters.) It is designed to come on when the tailgate is not fully closed (with ignition on), thus warning against driving with the tailgate even partially open (See Exhaust Gas caution at beginning of section). To test that light circuit is working correctly, start the car and check that the lamp lights when the tailgate is open or only partially latched.

Windshield Wiper and Washer

The windshield wiping system operates at two speeds and is designed to wipe clear specific areas of the windshield under most inclement weather conditions. The windshield wipers work electrically and are not affected by engine operation.

Push the control lever to the right to start the electric windshield wiper. The two-speed electric wiper has both a “low” and a “high” speed position.

Pressing the control will send a measured amount of water or other cleaning agent onto the windshield and will also cause the wiper lever to move thus starting the wiper motor. The wiper will continue to operate until manually turned off at the wiper control lever.

Fill the washer jar only $\frac{3}{4}$ full during the winter to allow for expansion if the temperature should

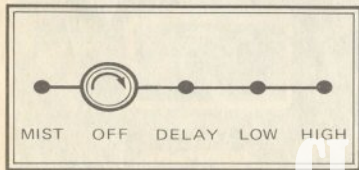
fall low enough to freeze the solution.

- Check washer fluid level regularly — do it frequently when the weather is bad.
- Use a fluid such as GM OPTIKLEEN to prevent freezing damage, and to provide better cleaning.
- Do not use radiator anti-freeze in windshield washer; it could cause paint damage.
- In cold weather, warm the windshield with defrosters before using washer — to help prevent icing that may seriously obscure vision.



Delay Wiper System

If equipped with this optional feature the wipers may be operated in any one of four positions; **DELAY**, **LO**, **HIGH** or **MIST**. The Delay position provides intermittent wiper operation during periods of light rain, mist or fog when continuous wiping is unnecessary. The Lo and High speed positions have been described under Standard Wiper Operation. The Mist feature provides momentary low speed wiper operation when needed.



The **Delay** feature is actuated by sliding the wiper control knob to the first position to the right of "OFF". The amount of delay between wipes is controlled by rotating the control knob.

- Maximum delay (slowest wiper speed) is obtained by rotating the control knob counterclockwise.
- The delay interval decreases (increased wiper speed) as the control knob is rotated clockwise. Fully clockwise rotation will allow the wipers to operate as if in Low speed.
- The delay feature may be actuated and adjusted for delay cycling at any time. However, the delay feature will be cancelled, if the control knob is placed in Low or High speed positions.

Low speed is obtained by sliding the control knob to the second position to the right.



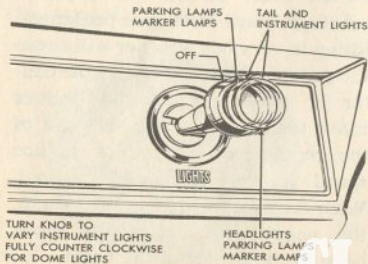
High speed is obtained by sliding the control knob to the extreme right position.

The **Mist** feature, intended to remove incidental windshield spray such as from passing vehicles is activated by moving the control knob to the extreme left and holding it in this position. The wipers will continue to operate until the control knob is released and allowed to return to the OFF position.

The Washer System is operated by depressing the control knob for one or two seconds.

Light Switch

The three position light switch controls the headlights, taillights, parking lights, side marker lights, instrument lights and dome lights as shown. The headlamp circuit is protected by a circuit breaker in the light switch. An overload on the breaker will cause the lamps to "flicker" on and off. If this condition develops, have your headlamp wiring checked immediately.



Headlight High Beam Indicator Light

The headlights of your car have high and low beams to provide you with proper night-time visibility for most driving conditions. The "low" beams are used during most city driving. The "high" beams are especially useful when driving on dark roads since they provide excellent long range illumination. The headlight beam indicator will be ON whenever the high beams or "brights" are in use. The Headlight Beam Switch controls the headlight beams described on page 2-13.

Headlamp "ON" Warning Buzzer

The optional headlamp reminder buzzer provides an audible warning that the main light switch is in one of the "on" positions, either parking lights or headlights.

The reminder buzzer is actuated only when the ignition switch is turned to "OFF" or "LOCK" position.

NOTE: When the parking lamps or headlamps are to be operated with the key in the OFF position, the reminder buzzer can be shut off by turning the light switch knob until the instrument cluster lights are not on.

Clock

Reset the clock, if your car is so equipped, by pulling out the knob and turning the hands clockwise if slow, counterclockwise if fast. This will, if the clock error is five minutes or more, automatically compensate for time gain or lag. Several resettings, several days apart, may be needed to properly adjust the clock mechanism. Have your clock cleaned and oiled by a competent clock serviceman at least every two years.

Cigarette Lighter

The accessory cigarette lighter is located within the ashtray. To operate, push it in. When it becomes heated, it automatically pops out ready to use.

Optional Instruments and Gauges

Tachometer

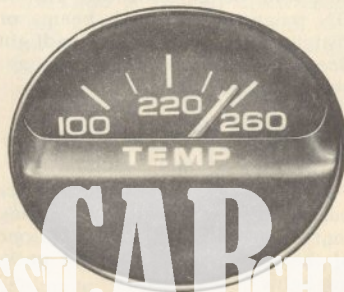
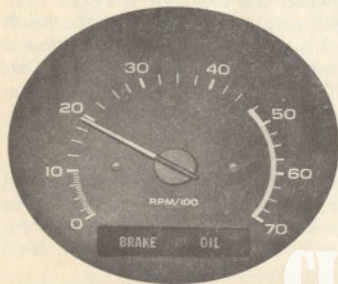
The optional Tachometer indi-

cates the speed of the engine in revolutions per minute. The yellow area on the face of the tachometer indicates the highest recommended engine rpm. Engine operation causing tachometer indications in or above the red area can lead to serious engine damage. When the ignition switch key is turned to the OFF position, the pointer may not necessarily return to the

0 RPM position. For the tachometer to register 0 RPM the key must be in the ON position and engine not running.

Engine Temperature Gauge

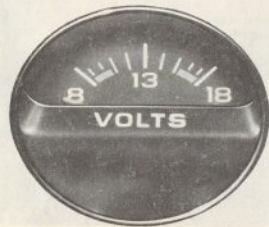
This optional gauge indicates coolant temperature which will vary with air temperature and operating conditions. The ignition switch must be on for accurate readings. Hard driving or prolonged idling in very hot weather will cause the pointer to move beyond the center of the band. Should pointer move to the line at the "H" end of the band, stop engine or reduce speed to permit engine to cool. With Air Injection Reactor System, the needle will frequently move beyond the center of the band.



Voltmeter

When the engine is operating, the voltmeter indicates the condition of the charging system. During normal vehicle operation, the needle should be in the center range of the dial. If the needle stays in either the left side or right side of the dial, the cause should be determined and corrected.

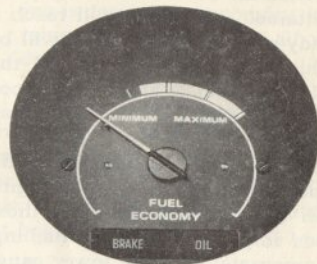
With the ignition in the ON position, but with the engine NOT operating, the voltmeter will indicate the state of charge of your battery.



Fuel Economy Gauge

The optional fuel economy gauge is a constant reminder to help promote good driving habits which in turn should be recognized in better overall fuel economy. It does this by indicating on a calibrated scale the inlet manifold vacuum level—the higher the vacuum reading, the greater the fuel economy for the engine operation.

The gauge is calibrated to read minimum-to-maximum fuel economy with a pointer indicating economical vehicle operation on a solid green portion of the scale. In actual operation, engine acceleration lowers the inlet manifold vacuum and this will be reflected by readings on the left part of the scale. The greater the acceleration the lower the gauge reading (or



engine vacuum) and the poorer the fuel economy at that instant. To improve engine fuel economy the driver must make his accelerations within the “green band”. In general, it is most economical to make moderate accelerations (within the green band) for short periods of time rather than very slow accelerations for a long period of time.

When the desired traveling speed is attained, the gauge will reach a steady state and the pointer will be within the green portion of the scale. The vehicle at a steady speed provides better fuel economy than under acceleration.

The gauge is responsive to additional loads placed on the engine such as air conditioning or those loads imposed by trailer hauling. Compensate for these lower gauge readings resulting from these heavy loads to produce good fuel economy.

Air Vents

Two control handles located beneath steering column and one under the right side of instrument panel open and close the air vents. With Astro-Ventilation, the dash outlets and the outlet beneath the instrument panel complement each other to provide for desired air flow into the car. For maximum air flow from the dash outlets, the right vent control should be pushed in to close the under instrument panel vent.

The amount of air entering the car through this system is dependent upon vehicle speed.

On Four Season Air Conditioning equipped cars the upper vent vanes can be adjusted to regulate or shut off the desired amount of air flowing through the upper vent outlets.



Ventilation System

Your vehicle incorporates a ventilation system that provides ventilation comfort, made possible by the addition of air vent provisions in the rear body lock pillar.

Another feature of the system is continuous low-speed operation of the heater and air conditioner blower, resulting in an uninterrupted supply of outside air flow

into the car whenever the ignition switch is on.

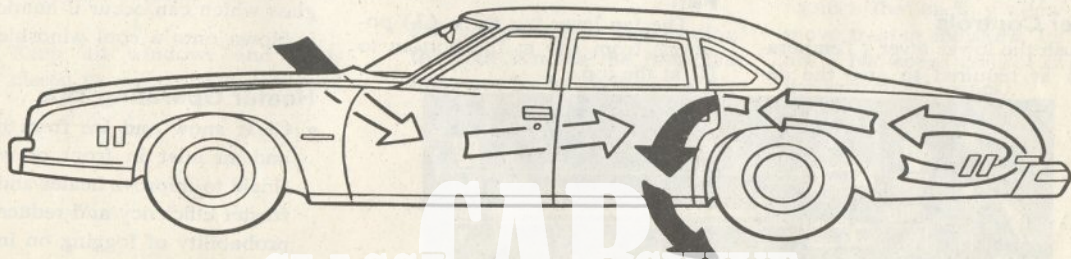
With the side windows closed, outside air will flow into the front grilles, through the car and out the rear air exhaust valves.

Basic Operating Tips

- Always keep front inlet grille clear of obstructions (leaves, ice, snow, etc.).

- When heating or air conditioning is desired, best comfort is attained by driving with all windows closed.

The following sections of this manual provide additional operating tips for obtaining maximum heating and cooling comfort. (See also Engine Exhaust Gas Caution at beginning of this section.)



CLASSIC CAR ARCHIVE

Heater System

The windshield defrosting and defogging system assists in providing good visibility through designated areas of the windshield under most inclement weather conditions. For immediate operation of the vehicle, the windshield should be scraped clear.

Lever Controls

Push the lower lever (Temperature) as required to give the de-

sired degree of heat. Full right position provides maximum heat. Move the defroster lever (upper) to the right when windshield defrost is needed. When this lever is in the OFF position, air is directed up under the instrument panel through a venting door. Full right position diverts the entire air flow to the defroster outlets. Vary lever as required.

Fan

The fan lever has three (3) positions from LO at the bottom to HI at the top.



NOTE: Fan will automatically operate (after engine coolant temperature has reached 95°F.) whenever ignition switch is in the ON position. There is no OFF position.

Operate system for 30 seconds before switching to DEF. This will remove humid air from the system and minimize rapid fogging of the glass which can occur if humid air is blown onto a cool windshield.

Heater Operating Tips

- Clear snow and ice from hood and air inlet in front of windshield to improve heater and defroster efficiency and reduce the probability of fogging on inside of windshield.

- Clear windshield, rear window, outside mirrors and all side windows of ice and snow before driving vehicle.
- Operate blower on "HIGH" for a few seconds before moving the vehicle, to help clear the intake ducts of snow to further reduce the possibility of fogging on inside of windshield.
- Keep all windows and vents closed to reduce dust, road and

wind noise and uncomfortable drafts.

- For most satisfactory heater operation and air circulation, operate fan on low or medium speeds for normal operation and high speed for quick warm-up and during extremely low temperatures.
- For adequate rear seat heating, the area beneath the front seat must not be blocked by carpet-

ing, rags, paper or other material and fan should operate on high blower.

Rear Window Defroster

To insure clear vision through the rear window during inclement weather, the Rear Window Defroster is optionally available. This unit draws in air from the passenger compartment and directs it against the back window to remove frost or moisture. Its blower has a two-speed control switch on the instrument panel.

Four Season Air Conditioning System

The fan lever has four (4) positions from Lo at the bottom to Hi at the top. When the air conditioning system is off, low blower will be maintained (after engine temperature has reached 95°F) no matter which position the fan switch is in.

During some A/C operation conditions, slight increases and decreases of engine speed/power may be noticed. This characteristic should be considered normal, as the system is designed to cycle the compressor 'on and off' to maintain de-

sired cooling. The reduced compressor operation should benefit fuel economy.

TEMPERATURE SELECTOR —Lower Lever

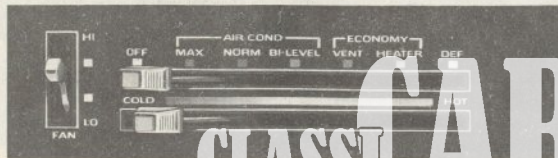
The temperature lever allows a selection of air temperature from Cold at the far left to Hot at the far right.

OPERATION SELECTOR —Upper Lever

This lever provides a selection of systems available to handle various

heating and cooling requirements throughout the year. The "Air Conditioning" and "Economy" groups have several positions which improve the effectiveness of the system for various demands.

- **Off**—The system operates on low blower regardless of fan switch position with air discharged into vehicle through heater outlet.
- **Max A/C**—Air from the passenger compartment is recirculated through the system (with some outside air) and discharged from the upper outlets. The max. A/C position, with Temp. lever in Full COLD, is used when maximum cooling is required under conditions of high temperature and humidity. High fan speed is automatically attained in this position.



CLASSIC CAR ARCHIVE

- **Norm A/C**—Outside air is passed through the system and discharged through the upper outlets. This position is recommended for most air conditioning situations because of reduced blower noise and reduction of cigarette smoke within the vehicle. Fan speed and tempering, may be varied as required.
- **Bi-Level A/C**—Outside air is delivered from the heater lower outlet and the defroster duct and upper outlets to provide comfort and keep the windshield and side glass clear under low fogging conditions.
- **Economy Range**—These positions, VENT and HEATER, are recommended for greater economy in vehicle operation. The A/C compressor will not operate in either of these positions.
- **Vent** — Outside air is passed through the system and dis-

charged from the upper outlets. This position is provided for cool to moderate weather when refrigeration is not required. Fan speed and Temp. can be adjusted as required.

- **Heater**—Outside air is delivered through the heater outlet and with some air through the defroster outlets. Temperature may be adjusted as required. This position is recommended for most winter driving.
- **Def** — Outside air is delivered through the defroster outlets and some air through the floor outlets. Temperature and blower speeds may be adjusted as required. This position is recommended for conditions of severe fogging and icing only.

Air Conditioner Operating

Tips

Close all windows and vents when

operating air system except for the first few minutes of operation when the car interior is very hot. Close the windows as soon as the excessively heated air has escaped.

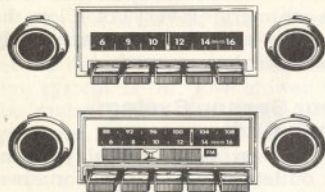
Four Season System Air Outlets

The twin barrel vertical type center outlets may be rotated or vanes turned to direct air flow in direction desired.

The outlets at each end of the instrument panel may be rotated or vanes adjusted as desired.

For additional air flow lap coolers (2) are provided under the steering column and glove box. They have vertical air control vane outlets and are aimed at the driver and passenger. Under the driver's cooler is a floor cooler outlet that is operated in a push-pull manner for opening and closing, controlling the amount of air to the floor.

Chevrolet "All Transistor" Radios



To operate the radios, the ignition switch must be in "ON" or "ACC" position.

There are three controls common to all radios:

- **ON-OFF Volume**
Left hand large knob.
- **Station Selector**
Right hand large knob.
- **Tone Control**
Left hand ring behind Volume Control.

Push Button AM Radio

In addition to the volume con-

trol, station selector, and tone control, the Push Button Radio provides five push buttons to automatically select preset stations. To preset, pull the push button "out" as far as it will go, tune in the desired station manually and then push the button "in." Repeat this operation for each push button.

AM/FM Radio

In addition to providing standard AM reception, this set permits you to receive clear static-free FM broadcasts. Move the slide bar, above the radio dial, to the right or left to select AM or FM reception. All other controls remain the same as described for Push Button radios. FM broadcasts may be received as far as 25 miles from the sending station, depending on the power of the station and the exist-

ing terrain. In fringe areas, it may be possible to retune the radio slightly to maintain peak reception. If not, retune to a closer or stronger FM station or switch to AM operation.

Five push buttons are available to provide the ability to preset five AM and five FM stations.

Push buttons may be set for both AM or FM stations as follows:

- Place slide bar in AM position.
- Pull push button out as far as it will go, tune in desired AM station manually and then push button in to lock in position.
- Repeat for each remaining push button.
- Place slide bar in FM position and repeat procedures outlined for AM band setting.

NOTE: Bands cannot be changed if push button is unlocked.

Antenna

The radio antenna is incorporated in the windshield glass. If necessary, adjustments for maximum antenna effectiveness can be made by your authorized Chevrolet dealer.

To Tune Your Stereo Radio

- Tune radio to an FM Stereo station (one which makes the indicator light come on).
- Turn the lever behind the station selector knob until volume from front and rear speakers sounds equal.
- Regulate volume and tone controls as required.

Stereo Tape System

The optional Stereo Tape Player provides prerecorded stereo programs for your enjoyment.

To play, turn ignition switch to "ON" or "ACC" position and insert cartridge through tape door

with label side up and open end in first. Tape will play through all four programs in succession, then replay in same sequence. Balancing the speakers is not required as this adjustment has been made at the factory. Should it become necessary to make this adjustment, see your Chevrolet dealer.

1. Rotate Fader control unit volume until volume from front and rear speakers sound equal.
2. Regulate volume control and



tone controls as desired.

3. To change program track, push in volume control knob and release; player will index to next track.

Push in the "eject" button to remove tape cartridge from player.

Cleaning and Care

Every 100 hours of operation, or if tape slips and runs slowly, the capstan (revolving metal post), head and tape guide should be cleaned with a cotton-tipped swab moistened with alcohol (do not use carbon tetrachloride). To clean the capstan, trip the on-off switch at the rear of the receptacle with your finger and hold the swab against the rotating capstan.

NOTICE: When tape player is not in use, remove the cartridge and store it in a cool, dry place out of direct sunlight. If the cartridge is not removed, the radio may be inoperative and possible roller damage to the tape unit could occur.

Other Controls and Features

Positraction Rear Axle

The optional Positraction can provide additional traction on snow, ice, mud, sand, gravel, etc.

Normally, the Positraction unit functions as a standard axle. However, when either drive wheel encounters a slippery enough surface, the Positraction can continue to provide driving force to the wheel

CAUTION: Regardless whether the vehicle is equipped with a Positraction or a standard axle, do not attempt sudden accelerations when either or both drive wheels are on a slippery surface. This could cause both drive wheels to spin, and allow the rear of the vehicle to slide sideways on the crowned surface of a road or in a turn. Normal skid correction and cautious driving are called for under such conditions.

having the greater traction, instead of merely spinning the wheel which has the least traction.

Roof Luggage Carrier —Station Wagon

The optional carrier allows loading of items onto the roof of your vehicle.

CAUTION: Do not exceed 200 lbs. load. Distribute load as evenly as possible.

Power Windows

Power windows have an ignition interlock so the windows cannot be operated unless the ignition switch is in the "on" position. Reminder: Remove the ignition key when the vehicle is not attended

by a responsible person. A master control for all windows is provided at the driver's position. Individual switches are provided under each window for passenger use.

Power Door Locks

The optionally available power door locks allows you to unlock or lock your doors by operating the switch marked "LOCK" located on either door panel. The automatic locking mechanism does not, at any time interfere with manual operation of any door lock button. The doors will not unlock or open with the inside door handle when the lock button is depressed, but can be unlocked individually by lifting the lock button.

Station Wagon Operating Tips

Tailgate Operation

CAUTION: Do not drive with the tailgate open to avoid drawing dangerous exhaust gases into the car (see Engine Exhaust Gas Caution).

The tailgate can be unlocked by the external key cylinder on the gate (using round key) or by an instrument panel switch which is standard on three seat models and optional on two seat models. In order to operate the instrument panel switch, the ignition must be in "Run" (driving position) and the

transmission in "Park" for cars with automatic transmission; and in neutral, with parking brake applied for manual transmissions.

Once unlocked, the gate can be raised to the full open position from the rear of the vehicle. Two counterbalance support tubes, one at each side of the gate, provide a "hold open" feature as well as an assist for opening the gate. An instrument panel warning lamp will be illuminated if the gate is not fully closed.

CAUTION: When using your station wagon to transport luggage or other cargo, it is recommended that the articles not be piled higher than the seat backs and that all articles be secured in place. This precaution will help prevent such items from becoming dangerous projectiles in the event of an accident. Cargo weight, whether inside or on the roof in a luggage rack should be distributed as far forward as possible for better vehicle handling.

Operating the Folding Seats

The rear seats of your Station Wagon may be quickly and easily converted into cargo space when needed.



CLASSIC CAR ARCHIVE



Two-Seat Style

To lower second seat to cargo position—at right side of seat back pull seat lock lever forward and pull seat back forward and down until locked.

To raise second seat—push down on front of seat back while pulling up on hinged area of filler panel to release. Lift seat back upward until it locks into seat position.

NOTE: Keep belt restraint webbing and hardware clear of mechanism when tilting folding seats forward or backwards, to help prevent damage to these belt systems.

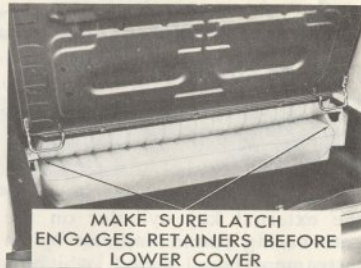
Three Seat Style

Open tailgate and fully open luggage compartment cover panel. Using handle raise third seat back until seat is in fully raised and locked in position.

To lower third seat into load floor position push down lock release lever at right side of seat; then, pull seat back into load floor position. Close luggage compartment cover panel.

Concealed Luggage Space

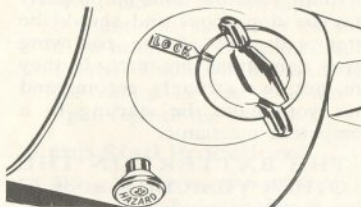
To gain access to the concealed luggage space, open tailgate and raise lid as shown in illustration.



In Case of Emergency

Four Way Hazard Warning Flasher

- Use the warning flasher to warn other drivers any time your vehicle becomes a traffic hazard, day or night.
- Avoid stopping on the roadway if possible.
- Turn on the hazard warning flasher by pushing in on the button located on the column just below the steering wheel. Flasher can be actuated with engine ignition either off or on.
- Turn signals do not work with hazard flashers operating.
- If the brake pedal is depressed, the lights will not flash but remain continuously lit.
- To cancel the flasher, pull the button out.



Freeing Car From Sand, etc.

If it becomes necessary to rock the car to free it from sand, mud or snow, **move the selector lever on automatic transmission models from "D" to "R" in a repeat pattern while simultaneously applying moderate pressure to the accelerator.** (On standard transmission models, move gear shift lever from second to reverse gear.) **Do not** race engine. For best possible traction, avoid spinning wheels when

trying to free the car. The use of AC Liquid Tire Chain is recommended for temporary assistance when traction is lost on ice or snow.

CAUTION: Do not spin wheels in excess of 35 mph as indicated on the speedometer. Personal injury and severe damage may result from excessive wheel spinning including tire disintegration or rear axle failure.

Towing

Proper lifting and towing equipment is necessary to prevent damage to the vehicle during any towing operation. State (Provincial in Canada) and local laws applicable to vehicles in tow must be followed. Detailed towing instructions are available at your Chevrolet dealer.

Your vehicle may be towed on all four wheels, at speeds of less than 35 mph, for distances up to 50 miles, provided the driveline, axle, transmission, and steering system are otherwise normally operable. Use only towing equipment

specifically designed for this purpose following the instructions of the towing equipment manufacturer. A separate safety chain system must be used. For such towing the steering must be unlocked, transmission in neutral and the parking brake released. Attachments must be made to main structural members of the car. Do not attach to bumpers or associated brackets. Remember that power brake and power steering assists will not be available when engine is inoperative.

EMERGENCY STARTING

- A car with a discharged battery may be started by using energy from a battery in another car — a procedure called “jump starting.”

NOTE: Do not push or tow this vehicle to start. Damage to the catalytic converter and/or to other parts of the vehicle may result.

Jump Starting

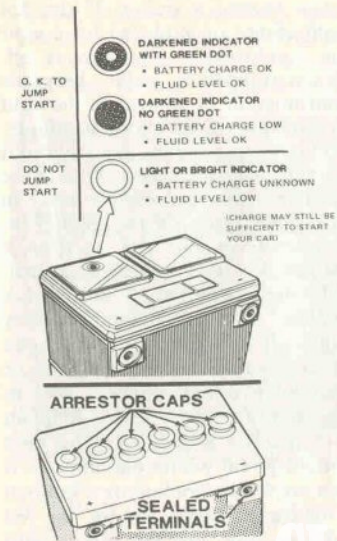
Jump starting done improperly may be dangerous and should be attempted *only* if the following three conditions are met. If they are not, we strongly recommend that you leave the starting to a competent mechanic.

- **THE BATTERY IN THE OTHER VEHICLE** must be *12 volt* and *negatively grounded*, like the one in THIS car. (Check the other car's owner's manual to see if it is.)
- **THE BATTERY IN THIS VEHICLE** must be equipped with *flame arrestor type filler/vent caps* on *all* filler openings (as was the original-equipment Delco battery), or it must be a sealed-type battery which does not have filler openings or caps. (Each Delco battery flame arrestor cap has a grey disc rather than a small

hole—see illustration. If the battery does not have flame arrestor caps, or is not a sealed-type battery, see “Alternate Procedure” before proceeding.)

- **IF THE BATTERY IS A DELCO SEALED TYPE BATTERY** without filler openings or caps, its charge or test indicator

CAUTION: Departures from these conditions or the procedure below could result in: (1) serious personal injury (particularly to eyes) or property damage from such causes as battery explosion, battery acid, or electrical burns; and/or (2) damage to electronic components of either vehicle. Never expose battery to open flame or electric spark—batteries generate a gas which is flammable and explosive. Do not allow battery fluid to contact eyes, skin, fabrics, or painted surfaces—fluid is a corrosive acid. **FLUSH ANY CONTACTED AREA WITH WATER IMMEDIATELY AND THOROUGHLY.** Be careful that metal tools, or jumper cables do not contact the positive battery terminal (or metal in contact with it) and any other metal on the car, because a short circuit could occur. Batteries should always be kept out of the reach of children.



must be dark, with or without green dot showing, see illustration. Do NOT attempt jump starting if the charge or test indicator has a light or bright center. (If the vehicle will not start, and the charge or test indicator is light, replace the battery.)

Jump Start Procedure:

1. Wear eye protection and remove rings, metal watch bands, and other metal jewelry.
2. Set parking brake firmly. Place automatic transmission in "PARK" in both vehicles (*don't let vehicles touch*); and turn ignition key to "LOCK" in car with discharged battery (Neutral and "OFF" in cars with manual transmission). Also turn off lights, heater, and all unnecessary electrical loads.
3. If either battery is so equipped, remove vent caps and check

fluid level. If level is OK *replace caps before proceeding*; if level is low, add drinking water, and replace caps *before proceeding*. If no water is available, leave caps off and cover filler openings with a cloth *before proceeding*. Dispose of cloth and replace caps after jump starting.

4. Attach one end of a jumper cable to one battery's positive terminal (identified by a red color, "+", or "P" on the battery case, post, or clamp), and the other end of the same cable to the positive terminal of the other battery.
5. Attach the remaining jumper cable FIRST to the negative terminal (black color, "-", or "N") of the OTHER vehicle's battery, (regardless of which vehicle has the discharged battery) and THEN to the negative terminal of the battery in THIS

car—thus taking advantage of the flame arrestor feature on the battery in **THIS** car, should a spark occur.

6. Start the engine in the vehicle that is providing the jump start (if it was not running). Let run a few minutes, then start the engine in the car that has the discharged battery.
7. Reverse the above sequence **EXACTLY** when removing the jumper cables, taking care to remove the cable from the negative terminal of the battery in **THIS** car as the **FIRST** step.

Alternate Procedure

If the battery in this vehicle has been replaced and does not have flame arrestor caps, or is not a sealed-type maintenance-free battery, one of the following alternatives should be followed.

- A. If the battery in the other vehicle is equipped with flame arrestors, follow the procedure above, but make the final connection at the *other* vehicle's battery. Then when removing cables, remove connection first from the other vehicle's battery.
- B. If neither battery has flame arrestor caps, remove the filler/vent caps from the battery in this vehicle and place a disposable cloth over the filler openings. Follow the procedure above but make the final connection on this vehicle's engine, at least 12 inches from the battery.

Engine Coolant

You might encounter a temporary cooling system overload during severe conditions, such as on hot days when pulling a long grade, when slowing down after high speed driving, after long idle periods in

traffic jams or in these conditions when towing a trailer. If the hot light comes on and you have your air conditioning on, turn it off. When stopped in traffic, keep the transmission in neutral. If the light doesn't go off in about a minute, pull over to a secure place and put on your parking brakes. Then place your transmission selector lever in park. *Don't turn off the engine! Increase the engine idle* speed so it sounds like it's going twice as fast. Lift the engine hood and check coolant level in coolant recovery bottle. If low, check for fluid leaks at the radiator hoses, radiator or radiator overflow outlets. Check to see that all drive belts are intact and the fan is turning. The light should go off within one minute. If you are losing coolant or a fan belt is broken or loose and/or the red light persists, stop the engine until the cause of the overheating is cor-

rected. After the light is out, following temporary cooling system overload, proceed on the highway at a reduced speed. About ten minutes later, resume normal driving.

CAUTION:

- To help avoid the danger of being burned, do not remove radiator cap while engine and radiator are still hot, because the cooling system will blow out scalding fluid and steam under pressure.
- Do not remove radiator cap to check coolant level. Instead check visually in the "see-through" coolant recovery tank.
- Proper coolant level at normal engine operating temperature is between the "full" and "add" marks on the reservoir.
- Coolant should be added only to the reservoir (see "Service & Maintenance" section for details).

NOTE—If your vehicle is equipped with a "Stowaway Spare" refer to page 3-9 for specific instructions.

JACKING INSTRUCTIONS

CAUTIONS:

1. Follow jacking instructions in order to reduce the possibility of serious personal injury.
2. The jack is designed for use only when changing wheels.
3. Never get beneath the vehicle when using the jack.
4. Do not run engine while vehicle is on the jack.

Preparation

- Park on level surface and set parking brake firmly.
- Set automatic transmission in park (manual transmission in Reverse).
- Activate hazard warning flasher.

Instructions

1. After removing spare wheel and tire, jack, jack base, and jack handle (wheel nut wrench),

proceed with changing the wheel as follows:

2. Remove hub cap or wheel cover with flat end of wheel nut wrench and loosen, but do not remove nuts, by turning counterclockwise.
3. With column assembly seated in base and lever in "UP" position, insert jack hook in bumper slot.
4. Base must sit flat with column angled as shown in *illustration*.
5. Always operate jack with slow, smooth motion.
6. Raise vehicle so tire just clears surface, replace wheel and slightly tighten wheel nuts.
7. With lever in "DOWN" position, lower vehicle then fully tighten wheel nuts in a criss-cross sequence.

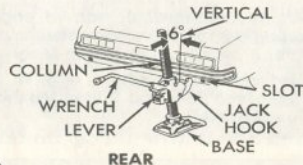
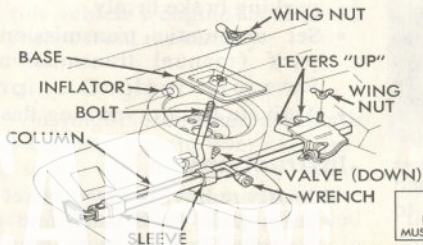
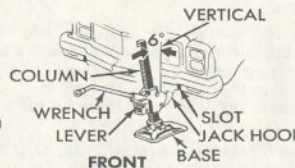
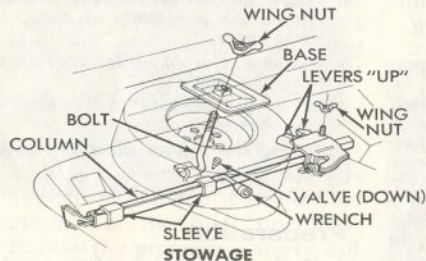
After changing wheels, be sure to have a mechanic check the wheel nut tightness with a torque wrench, and correct if necessary, to 80 ft-lbs.

Carefully install hub cap or wheel cover.

8. Replace jack assembly and wheel in luggage compartment.
9. When possible, check inflation of replacement tire to agree with the placard affixed to the left front door.

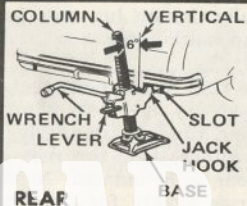
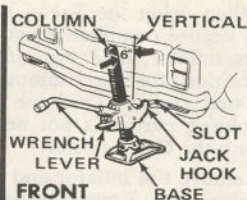
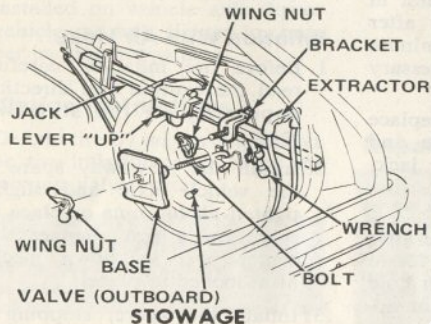
CAUTION: Always securely restow the spare tire assembly, all jacking equipment and any covers or doors using the means provided. This precaution will help prevent such items from becoming dangerous projectiles in the event of an accident.

CHEVELLE (SEDANS, COUPES)—JACK USAGE AND SPARE TIRE STOWAGE



WARNING
INFLATOR NOZZLE
MUST NOT CONTACT RIM

STATION WAGON JACK USAGE AND SPARE TIRE STOWAGE



Stowaway Spare

If your vehicle is equipped with a stowaway spare tire, your spare is designed to provide you with more usable interior space. The spare is stored in a deflated condition resulting in a reduced overall diameter. It is intended for temporary use only until the original tire can be repaired or replaced. Continuous use or operation at speeds in excess of 50 mph is not recommended.

A pressurized tire inflator (canister) has been provided with your stowaway spare tire and is designed to inflate the spare with an approved gas.

Your vehicle is equipped with one of two types of inflators:

1. **Fluorocarbon (Freon)** — This is stored in a red throwaway canister which is not re-usable. Replacement inflators are available from Chevrolet dealers and

authorized tire dealers. The inflator size should be matched to your size stowaway spare. Replacement inflators should only contain an approved inflation gas: air, CO₂, nitrogen, or Freon 22. Inflation devices containing sealants should not be used.

2. **CO₂ (carbon dioxide)** — This is stored in a blue canister which is refillable after use. Contact your Chevrolet dealer or an authorized fire extinguisher service facility for refilling.

Inflation With Approved Inflator

1. Before changing tire, carefully read the caution and directions appearing on both the tire inflator and on the stowaway spare.
2. Install deflated stowaway spare on car axle with valve stem at the bottom and slightly tighten all lug nuts.

3. Place tire inflator over stem of tire inflator valve and push squarely onto stem until gas can be heard entering the tire.
4. When using the Freon canister to ensure complete emptying of the inflator, hold tire inflator in position for one minute after sound stops. (This one minute holding period is not necessary with the CO₂ canister.)
5. Remove tire inflator and replace valve cap. Lower vehicle and fully tighten lug nuts per jacking instructions.

NOTE: When first filled or after car has been standing for a long time (particularly in cold weather), the tire may not appear fully inflated. In this case drive slowly for the first mile; this will increase the pressure in the tire.

6. Adjust tire inflation pressure to the recommended pressure shown on tire placard as soon as possible after installing tire on car (use of a pocket type inflation pressure gauge is recommended).

Inflation With Air Hose

1. Before tire inflation, carefully read the caution and directions appearing on the stowaway spare.
2. Install the stowaway spare on the vehicle axle and slightly tighten all lug nuts or place the spare on a tire changer with center post lockdown mechanism locked in place.
3. Inflate the spare, stopping to check inflation pressure frequently (use of a pocket type inflation pressure gauge is recommended). Inflate the tire to

the recommended cold inflation pressure as shown on the tire placard up to a maximum of 32 PSI for load range B tires or 36 PSI for load range C tires.

4. Replace valve cap. With spare installed on vehicle axle, lower vehicle and fully tighten lug nuts per jacking instructions.

Deflation Instructions

1. Deflate tire by depressing button on tire inflation valve or by removing valve core.

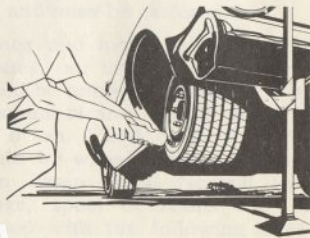
CAUTION: To avoid personal injury, do not inhale the gas which is vented while the tire is deflating.

2. Flatten tire and replace valve core and cap.
3. Store tire in trunk compartment.

Repair

CAUTION: Do not attempt to repair, mount on the rim, or dismount from the rim a stowaway spare tire. Servicing of stowaway tires requires proper tools, safety equipment and specialized training. Improper servicing techniques can cause violent bursting of the tire which could result in serious personal injury.

Contact an authorized retailer of the tire manufacturer if service is required.



APPEARANCE CARE

CARE AND CLEANING OF INTERIOR TRIM

IMPORTANT: Be sure vehicle is well ventilated while using any cleaning agents. Follow manufacturer's recommendations in using such products. Also to avoid possible permanent discoloration on white or light colored seat trim **DO NOT** allow materials with unstable dyes (certain types of casual clothing, such as colored denims, corduroys, leathers and suedes; also decorative paper, etc.) to come in contact with seat trim materials.

With the advent of modern trim materials composed of synthetic



plastics and/or man made fibers, it is **EXTREMELY IMPORTANT** that proper cleaning techniques and cleaners be used when cleaning interior trim. Failure to do this on the first cleaning may result in water spots, spot rings, setting of stains or soilage, all of which make it more difficult or impossible to remove in a second cleaning.

Certain portions of the following cleaning instructions are in bold

type; they are particularly important and *must* be performed.

Dust and loose dirt that accumulates on interior fabric trim should be removed frequently with a vacuum cleaner, whisk broom or soft brush. Vinyl or leather trim should be wiped regularly with a clean damp cloth. Normal trim soilage, spots or stains can be cleaned with the following G.M. cleaners.

DESCRIPTION***G.M. PART NO.**

G.M. Spot Lifter (8 oz. Solvent Type)

1051398

G.M. Multi-Purpose Powdered Cleaner (6 lb. Foam Type)

1050429

*The above cleaners are EXCELLENT CLEANERS when used properly according to directions on containers. They are available through your Dealer.

NEVER use gasoline, nail polish remover or acetone, lacquer thinners, bleaches, etc. Some basic steps should be remembered before the cleaning is attempted:

1. Remove stains as quickly as possible before they become "set".
2. Use a clean cloth or sponge and change to a clean area frequently. (A *soft* brush may be used if stains persist.)
3. Use solvent type cleaners in a well ventilated area, also, do not saturate the stained area.
4. If a ring should form after spot cleaning, the entire area of the

trim assembly should be cleaned **immediately**.

5. Follow instructions on the label of the cleaner.

CAUTION: Many cleaners may be toxic or flammable, and their improper use may cause personal injury or may cause damage to the interior. Therefore when cleaning the interior, do not use volatile cleaning solvents such as: acetone, lacquer thinners, enamel reducers, nail polish removers; or such cleaning materials as laundry soaps, bleaches or reducing agents (except as noted in the adjacent fabric cleaning instructions on stain removal). Never use carbon tetrachloride, gasoline or naphtha for any cleaning purpose.

Cleaning General Soilage or Water Spots from Fabric Type Trim with Foam Type Cleaner

G.M. Multi-Purpose Powdered Cleaner is excellent for this type cleaning and for cleaning a panel section where a minor cleaning ring may be left from spot cleaning.

Vacuum area thoroughly to remove excess loose dirt. ALWAYS clean a full trim assembly or complete trim section—mask adjacent trim along stitch or welt lines. Mix Multi-Purpose Powdered Cleaner in strict accordance with directions on label of container—mix proportionally for smaller quantities. **USE SUDS ONLY ON A CLEAN SPONGE or SOFT BRISTLE BRUSH—DO NOT WET FABRIC EXCESSIVELY OR RUB HARSHLY WITH BRUSH. IMMEDIATELY AFTER CLEAN-**

ING WIPE OFF ANY CLEANER RESIDUE WITH SLIGHTLY DAMP ABSORBENT TOWEL OR CLOTH. *IMPORTANT* — IMMEDIATELY AFTER WIPING, FORCE-DRY FABRIC WITH AIR HOSE, HEAT DRYER OR HEAT LAMP. (Use caution with heat dryer or heat lamp to prevent damage to fabric.) When trim materials with a sheen or luster finish are dry, wipe fabric lightly with a soft, dry clean cloth to restore sheen or luster.

Spot Cleaning Fabric Type Trim Materials with Solvent Type Cleaner

Before attempting to remove spots or stains from fabric, determine as accurately as possible the nature and age of the spot or stain. Some spots or stains can be removed satisfactorily with water or

mild soap solution (refer to accompanying "Removal of Specific Stains"). For best results, spots or stains should be removed as soon as possible. Some types of stains or soilage such as lipstick, some inks, certain types of grease etc., are extremely difficult and, in some cases, impossible to completely remove. When cleaning this type of stain or soilage, care must be taken not to enlarge the soiled area. It is sometimes more desirable to have a small stain than an enlarged stain as a result of careless cleaning.

G.M. Fabric Cleaner (Solvent Type) is excellent for spot cleaning stains containing grease, oil or fats from fabric type trim. Excess stain should be gently scraped off trim material with a clean DULL knife or scraper. USE VERY LITTLE CLEANER, light pressure, and clean cloths (preferably cheese cloth). Cleaning action

should be from outside of stain FEATHERING towards center of stain and constantly changing to a clean section of cloth. When stain is cleaned from fabric, immediately dry area with an air hose, heat dryer or heat lamp to help prevent a cleaning ring (use caution with heat dryer or heat lamp to prevent damage to fabric material). If a ring forms, immediately repeat the cleaning operation over a slightly larger area with special emphasis on FEATHERING towards center of area. If ring still persists, mark off adjacent trim sections and clean entire affected trim panel section with G.M. Multi-Purpose Powdered Cleaner as previously described under "Cleaning General Soilage or Water Spots with Foam Type Cleaner."

Removal of Specific Stains
Grease or Oil Stains—Includes

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Removal of Specific Stains **Grease or Oil Stains—Includes**

grease, oil, butter, margarine, shoe polish, coffee with cream, chewing gum, cosmetic creams, vegetable oils, wax crayon, tar and asphalts. Carefully scrape off excess stain; then use Fabric Cleaner (Solvent Type) as previously described. Shoe polish, wax crayons, tar and asphalts will stain if allowed to remain on trim; they should be removed as soon as possible — use caution as cleaner will dissolve them and may cause them to bleed.

Non-Greasy Stains—Includes cat-sup, coffee (black), egg, fruit, fruit juice, milk, soft drinks, wine, vomit and blood. Carefully scrape off excess stain; then sponge stain with cool water. If stain remains, use Multi-Purpose Powdered Cleaner (Foam Type) as previously described. If odor persists after cleaning vomitus or urine, treat area with a water-baking soda solution (1 teaspoon baking soda to 1 cup

of tepid water)—finally, if necessary, clean lightly with Fabric Cleaner (Solvent Type).

Combination Stains — Includes candy, ice cream, mayonnaise, chili sauce and unknown stains. Carefully scrape off excess stain; then clean first with *cool* water and allow to dry. If stain remains, clean with Fabric Cleaner (Solvent Type).

Cleaning Vinyl or Leather Trim

Ordinary soilage can be removed from vinyl or leather with warm water and a mild soap such as saddle soap or oil soap, or approved equivalent. Apply a small amount of soap solution and allow to soak for a few minutes to loosen dirt; then, rub briskly with a clean damp cloth to remove dirt — and soap residues — this operation may be repeated several times if necessary. Some soilage such as tars,

asphalts, shoe polish, etc. will stain if allowed to remain on trim—they should be wiped off as quickly as possible and the area cleaned with a clean cloth dampened with G.M. Vinyl Cleaner (Solvent Type).

Belt Restraint Care

- Clean only with mild soap solution and lukewarm water.
- Do not bleach or dye belts since this may severely weaken belts.

Glass Surfaces

The glass surfaces should be cleaned on a periodic basis for continued good visibility. Use of GM Glass Cleaner or a commercial household glass cleaning agent containing ammonia will remove normal tobacco smoke and dust films sometimes caused by ingredients used in vinyls, plastics or other interior trim materials.

NOTICE: Never use abrasive cleaners on any vehicle glass, as it may cause scratches.

Exterior Appearance

The acrylic finish on your vehicle provides maximum beauty, depth of color, gloss retention and durability.

Washing Your Vehicle

The best way to preserve this finish is to keep it clean by frequent washings. Wash the vehicle in lukewarm or cold water.

Do not use hot water or wash in the direct rays of the sun. Do not use strong soap or chemical detergents. All cleaning agents should be promptly flushed from the surface and not allowed to dry on the finish.

Polishing and Waxing Your Vehicle

Polishing is recommended to remove accumulated residue and eliminate any "weathered" appearance.

Your authorized dealer offers several polishes and cleaners which have proven value in maintaining original finish appearance and durability.

Protection of Exterior Bright Metal Parts

Bright metal parts should be cleaned regularly to maintain luster. Washing with water is all that is usually required. However, G.M. Chrome Polish may be used on CHROME or STAINLESS STEEL trim if necessary.

Use special care with ALUMINUM trim. Never use auto or chrome polish, steam or any caustic soap to clean aluminum. A

coating of wax, rubbed to a high polish, is recommended for all bright metal parts.

Foreign Material Deposits

Calcium chloride and other salts, ice melting agents, road oil and tar, tree sap, bird droppings, chemicals from industrial chimneys and other foreign matter may damage vehicle finishes if allowed to remain on painted surfaces.

Prompt washing may not thoroughly remove all of these deposits. Additional cleaners may be required. When using chemical cleaners designed for this purpose, be certain they are safe for use on acrylic painted surfaces.

Finish Damage

Any stone chips, fractures or deep scratches in the finish should be repaired promptly. Exposed metal will corrode quickly and may develop into major repair expense.

Minor chips and scratches can be repaired using touch-up materials available from your authorized dealer. Larger damages to the finish can be corrected in your dealer's body and paint shop facility.

Cleaning White Sidewall Tires

Use GM White Sidewall Tire Cleaner or a tire cleaner which will not harm aluminum trim. A stiff brush may be used with the cleaner to remove road grime and dirt from white sidewall tires.

Cleaning the Optional Vinyl Top

The top should be washed frequently with neutral soap suds, lukewarm water and a brush with soft bristles. Rinse top with sufficient quantities of clear water to remove all traces of soap.

If the top requires additional cleaning after using soap and

water, a mild foaming cleanser can be used such as GM Multi-Purpose Powdered Cleaner. Rinse the whole top with water; then apply a mild foaming type cleanser on an area of approximately two square feet. Scrub area with a small soft bristle hand brush, adding water as necessary until the cleanser foams to a soapy consistency. Remove the first accumulated soilage with a cloth or sponge before it can be ground into the top material. Apply additional cleanser to the area and scrub until the top is clean. Care must be exercised to keep the cleanser from running onto body finish as it may cause streaks if allowed to run down and dry. After the entire top has been cleaned, rinse generously with clear water to remove all traces of cleanser. Do not use volatile cleaner or household bleaching agents on the top material.

UNDERBODY MAINTENANCE

Corrosive materials used for ice and snow removal and dust control accumulate on the underbody. If allowed to remain, these materials can result in accelerated rusting and deterioration of underbody components such as fuel lines, frame and floor pan, exhaust system, etc. At least once each year, preferably after a winter's exposure these corrosive materials should be removed by flushing the underbody with plain water. Particular attention should be given to cleaning out those areas where mud and other foreign materials collect.

If desired, your authorized dealer can perform this service for you. In addition, he can provide recommendations on undercoating materials which will help protect your vehicle from corrosion.

APPEARANCE CARE AND MAINTENANCE MATERIALS

Available from your Authorized Dealer

<u>Part Number</u>	<u>Size</u>	<u>Description</u>	<u>Usage</u>
1050001	16 oz.	Washer Solvent and Gas Line De-Icer	Windshield washing system and gas line
1050017	32 oz.	Power Steering Fluid	Power Steering
1050019	16 oz.	Spray-A-Squeak	Weather Strips—stops squeaks on metal to metal and metal to rubber contact
1052103	1 gal.	Permanent Type Coolant and Anti-Freeze	Year round coolant and anti-freeze
1050172	16 oz.	Tar and Road Oil Remover	Removes old waxes, polishes, tar, and road oil
1050173	16 oz.	Chrome Cleaner and Polish	Removes rust and corrosion on chrome and stainless steel
1050174	16 oz.	White Sidewall Tire Cleaner	Cleans white and black tires
1050223	16 oz.	Finish Guard Cleaner	One step cleaner and wax
1050422	12 oz.	Heat Valve Lubricant	Free up sticky heatrisers—general purpose penetrant
1050427	23 oz.	Glass Cleaner	Glass cleaning and spot cleaning on vinyls
1050520	16 oz.	Lubriplate (White Grease)	Grease for hood, trunk and door hinges and latches
1050729	8 oz.	Vinyl Top Cleaner	Cleaning of vinyl tops
1050429	6 lb.	Multi-Purpose Powdered Cleaner	Cleans vinyl and cloth on door trim, seats, and carpet—also tires and mats

<u>Part Number</u>	<u>Size</u>	<u>Description</u>	<u>Usage</u>
1051055	16 oz.	Preservatone	Vinyl Top Dressing
1051398	8 oz.	Spot Lifter	Spot and stain removal on cloth and fabric
1051515	32 oz.	Optikleen	Windshield washer solvent and anti-freeze
1051516	32 oz.	Washer Solvent and Gas Line De-Icer	Same as 1050001
1051772	20 oz.	Presoftened Cleaner/Wax	One step cleaner/wax
1051855	32 oz.	Dexron® II	Automatic Transmissions
1051858	16 oz.	G.M. Super E.O.S.	Consult your Dealer for specific usage
1050244	16 oz.	Fabric Cleaner	Spot and stain removal on cloth and fabric
1050214	32 oz.	Vinyl/Leather Cleaner	Spot and stain removal on vinyl or leather

SERVICE AND MAINTENANCE

The time or mileage intervals on the following pages are intended as a guide for establishing regular maintenance and lubrication periods for your car. Sustained heavy duty or high speed operations or operation under adverse conditions may necessitate more frequent servicing. To determine specific recommendations for conditions un-

CAUTION: As with any machinery, care should be taken when performing any inspection, maintenance, or repair so as to prevent accidental injury. Improper or incomplete servicing could also result in vehicle operational problems which may lead to serious personal injury, or damage to the vehicle. Should you have any question about performing any service, have the service performed by a competent mechanic.

CAUTION: This vehicle contains some parts dimensioned in the metric system as well as in the customary system. Some fasteners are metric and are very close in dimension to familiar customary fasteners in the inch system. It is important to note that, during any vehicle maintenance procedures, replacement fasteners must have the same measurements and strength as those removed, whether metric or customary. (Numbers on the heads of metric bolts and on surfaces of metric nuts indicate their strength. Customary bolts use radial lines for this purpose, while most customary nuts do not have strength markings.) Mismatched or incorrect fasteners can result in vehicle damage or malfunction, or possibly personal injury. Therefore, fasteners removed from the vehicle should be saved for re-use in the same locations whenever possible. Where the fasteners are not satisfactory for re-use, care should be taken to select a replacement that matches the original. For information and assistance, see your Chevrolet dealer.

der which you use your car, consult your authorized Chevrolet Dealer.

Maintenance Schedule

For owner convenience, a separate maintenance folder has been provided with your car which contains a complete schedule and brief explanation of the safety, emission control, lubrication and general maintenance it requires. The maintenance folder information is supplemented by this section of the Owner's Manual, as well as a Warranty Information folder also furnished with your car. Read all three publications for a full understanding of vehicle maintenance requirements.

Fuel Requirements

Your Chevrolet engine is designed to operate *only on unleaded* gasoline. Unleaded gasoline is essential for proper emission control system operation, and it will minimize spark plug fouling. The use of leaded gasoline can damage or severely reduce the effectiveness of the emission control system and result in loss of warranty coverage.

Use unleaded gasoline meeting the *minimum* octane specifications established by the Federal government. In compliance with Federal regulations, pumps dispensing such gasoline are labeled with the word **UNLEADED** and are equipped with dispensing nozzles which fit the filler neck of your car's gasoline tank.

Supplementary gasoline additives which contain lead and or phosphorus should not be used under any circumstances. Such additives can severely reduce the effectiveness of your catalytic converter.

Gas Cap—The fuel tank filler cap has a “screw-on ratcheting type” feature for proper gas tank sealing. To remove:

- Rotate cap counterclockwise to clear the inside of the filler neck. This will allow any residual pressure to escape.

NOTE: If this cap requires a replacement, only a cap with these same features should be used. Failure to use the correct cap can result in a serious malfunction of the system. Correct replacement caps may be obtained from your authorized Chevrolet dealer.

- To install, reverse this procedure and tighten cap securely until a “ratcheting”, clicking sound is heard indicating proper cap to filler neck sealing.

ENGINE ITEMS

Engine Oil and Filter Recommendations

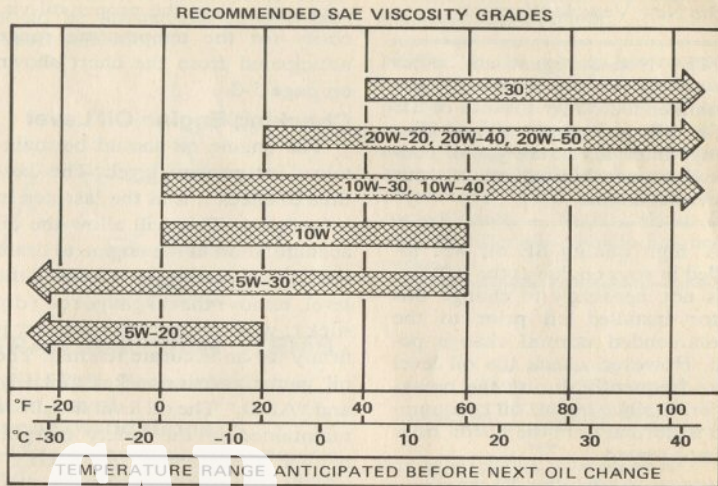
- Use only SE engine oil.
- Change oil each 7,500 miles or 12 months, whichever occurs first, *except* under the following conditions: *
 - driving in dusty conditions
 - trailer pulling
 - extensive idling
 - short trip operation at freezing temperatures (engine not thoroughly warmed-up).

*Under these conditions, change oil each 3,000 miles or 3 months, whichever occurs first.

- Operation in dust storms may require an immediate oil change.
- Replace the filter at the first oil change, and every second oil change thereafter, if mileage (7,500 miles) is the determining factor. If time (12 months) is the determining factor, then change oil filter with every oil change. AC oil filters provide excellent engine protection.

See your Chevrolet dealer for advice on the frequency of oil and filter changes under unusual driving conditions.

The above recommendations apply to the first oil change as well as subsequent oil changes. The oil change interval for your Chevrolet engine is based on the use of SE oils and quality oil filters. Oil change intervals longer than those listed above will seriously reduce engine life and may affect Chevro-



NOTE: SAE 5W-30 oils are recommended for all seasons in vehicles normally operated in Canada. SAE 5W-20 oils are not recommended for sustained high-speed driving.

let obligation under the provisions of the New Vehicle Warranty.

NOTE: Non-detergent and other low quality oils are specifically not recommended. Only the use of SE engine oils and proper oil and filter change intervals assure you of continued proper lubrication of your Chevrolet engine.

A high quality SE oil was installed in your engine at the factory. It is not necessary to change this factory-installed oil prior to the recommended normal change period. However, check the oil level more frequently during the break-in period since higher oil consumption is normal until the piston rings become seated.

Recommended Viscosity

To help assure good cold and hot starting, as well as maximum en-

gine life, fuel economy and oil economy, select the proper oil viscosity for the temperature range anticipated from the chart shown on page 5-3.

Checking Engine Oil Level

The engine oil should be maintained at proper level. The best time to check it is as the last step in a fuel stop. This will allow the oil accumulation in the engine to drain back in the crankcase. To check the level, remove the oil gauge rod (dip stick), wipe it clean and reinsert it firmly for an accurate reading. The oil gauge rod is marked "FULL" and "ADD." The oil level should be maintained in the safety margin, neither going above the "FULL" line nor below the "ADD" line. Reseat the gauge firmly after taking the reading.

Supplemental Engine Oil Additives

The regular use of supplemental additives is specifically not recommended and will increase operating costs. However, supplemental additives are available that can effectively and economically solve certain specific problems without causing other difficulties. For example, if higher detergency is required to reduce varnish and sludge deposits resulting from some unusual operational difficulty, a thoroughly tested and approved additive—"G.M. Super Engine Oil Supplement"—is available at your Chevrolet dealer. In the event of an operational problem, consult your dealer for advice before using supplemental additives.

Air Cleaner

NOTICE: Do not remove the engine air cleaner unless temporary removal is necessary during repair or maintenance of the vehicle. When the air cleaner is removed backfiring can cause fire in the engine compartment.

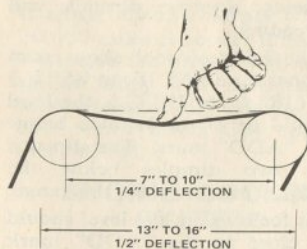
When replacement of Air Cleaner filter element is necessary, an AC ACron air filter element is recommended.

Drive Belts

Every 12 months or 15,000 miles—inspect drive belts for wear, fraying, cracking, and tension. Belts which are in poor condition should be replaced immediately.

Check tension by applying moderate thumb pressure midway between pulleys. If the center-to-center distance between pulleys is 13 to 16 inches, the belt should deflect $\frac{1}{2}$ inch. If the center-to-center distance is 7 to 10 inches, the belt

should deflect $\frac{1}{4}$ inch. Loose belts should be retensioned to give the correct deflection.



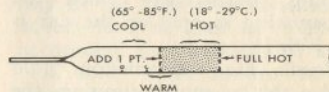
TRANSMISSION ITEMS

Automatic Transmission— Fluid Level Recommendations

Use automatic transmission fluids identified with the mark DEXRON®-II available from your Chevrolet dealer or local service station.

Check the fluid level at each engine oil change period.

NOTE: If the vehicle has recently been operated for an extended period at high speed or in city traffic in hot weather or the vehicle is being used to pull a trailer, an accurate fluid level cannot be determined until the fluid has cooled down — usually about 30 minutes after the vehicle has been parked.



NOTE: DO NOT OVERFILL. It takes only one pint to raise level from ADD to FULL with a hot transmission.

CLASSICARCHIVE

Automatic transmissions are frequently overfilled because the fluid level is checked when the fluid is cold and the dipstick indicates fluid should be added. However, the low reading may be normal since the fluid level will rise as the fluid temperature increases. A level change of over $\frac{3}{4}$ inch will occur as fluid temperature rises from 60° F. to 180° F. (16° C. to 82° C.)

Overfilling can cause foaming and loss of fluid through the vent. Slippage and transmission failure can result.

Fluid level too low can cause slipping, particularly when the transmission is cold or the car is on a hill.

Check the transmission fluid level with the *engine running*, the shift lever in *Park*, and the car level.

Remove the dipstick and touch the transmission end of the dipstick

cautiously to find out if the fluid is cool, warm or hot.

Wipe it clean and re-insert until cap seats. Remove dipstick and note reading.

- If the fluid feels cool, about room temperature (65° F. to 85° F.) or (18° C. to 29° C.), the level should be $\frac{1}{8}$ to $\frac{3}{8}$ inch below the "ADD" mark. The dipstick has two dimples below the "ADD" mark to show this range.
- If it feels warm, the level should be close to the "ADD" mark (either slightly above or below).
- If it feels hot (cannot be held comfortably) the level should be between the "ADD" and "FULL" marks.

NOTE: DO NOT OVERFILL. It takes only one pint to raise level from ADD to FULL with a hot transmission.

Automatic Transmission— Drain Intervals

The transmission operating temperature resulting from the type of driving conditions under which your vehicle is used is the main consideration in establishing the proper frequency of transmission fluid changes.

Change the transmission fluid and filter every 15,000 miles if the vehicle is usually driven under one or more of the following conditions which are considered severe transmission service:

- In heavy city traffic.
- Where the outside temperature regularly reaches 90° F. (32° C.).
- In very hilly or mountainous areas.
- Frequent trailer pulling.

- Commercial uses, such as taxi, police car or delivery service.

If you do not use your vehicle under any of these conditions, change the fluid and filter every 60,000 miles.

Manual Transmissions— Lubricant Level

Every 12 months or 7,500 miles, whichever occurs first, check level and add lubricant, if necessary, to fill to level of filler plug hole with SAE 80W or SAE 80W-90 GL-5 Gear Lubricant. (For those vehicles normally operated in Canada, use SAE 80W GL-5 Gear Lubricant.)

Transmissions Shift Linkage (Manual and Automatic)

Every 7,500 miles or 12 months lubricate shift linkage and on manual transmission floor controls

lever contacting faces with water resistant EP chassis lubricant which meets GM specification 6031M.

Clutch Cross-Shaft — Every 30,000 miles or sooner if necessary — Remove the plug, install a lubrication fitting and lubricate with water resistant EP Chassis Lubricant which meets GM Specification 6031M.

ENGINE COOLING SYSTEM

The recovery type cooling system is standard on all Chevrolet passenger cars. The coolant expands with rising temperature and the overflow is collected in the recovery tank. When the system temperature drops, the coolant is drawn back into the radiator. The cooling system has been filled at the factory with a high-quality, inhibited, year-around coolant that

meets the standards of General Motors Specification 1899-M. This coolant solution provides freezing protection to -20°F (-29°C), and in Canada to -35°F (-37°C), and it has been formulated to be used without replacement for two years or 30,000 miles.

After two years or 30,000 miles the coolant should be drained to prevent rust or corrosion in the radiator and engine.

Cooling System Care

Do not remove radiator cap to check coolant level, but check visually in the “see thru” coolant recovery tank at least as frequently as needed. Level should be at the “full cold” mark on the recovery tank when the system is cold and at the “full hot” mark at normal operating temperature. Add a 50/50 mixture of high-quality ethylene glycol antifreeze and water for

coolant additions. If frequent additions are required, see your dealer for a cooling system check.

NOTE: If recommended quality antifreeze, is used, supplemental inhibitors or additives claiming to provide increased capability are not necessary. They may be detrimental to the efficient operations of the system, and represent an unnecessary operating expense.

The cooling system should be serviced every year as follows:

1. Wash radiator cap and filler neck with clean water.
2. Check coolant for proper level and freeze protection.
3. Test system and radiator cap for proper pressure holding capacity 15 psi. If required, use cap designed by AC for coolant recovery systems, and specified for

your model.

4. Tighten hose clamps and inspect all hoses. Replace hoses every 24 months, earlier if swollen, checked or otherwise deteriorated.
5. Clean frontal area of radiator core and air conditioning condenser.

Every two years or 30,000 miles, whichever occurs first, the cooling system should be flushed and re-filled using the following recommended procedure:

1. Remove radiator cap when engine is cool:
 - Rotate cap slowly counterclockwise to detent. (Do not press down while rotating.)
 - Wait until residual pressure (indicated by a hissing sound) is relieved, then press down on cap and continue to rotate counterclockwise.

2. Run engine, with radiator cap removed, until upper radiator hose is hot (indicates thermostat is open).

CAUTION: To help avoid the danger of being burned, do not remove radiator cap while engine and radiator are still hot because scalding fluid and steam will be blown out under pressure.

3. Stop engine and open radiator valve to drain coolant. (Operation may be speeded by removing drain plugs in the block).
4. Close valve (install block drain plugs, if removed) and add sufficient water to fill system.
5. Repeat steps 1, 2, 3, and 4, a sufficient number of times until the drained liquid is nearly colorless.
6. Allow system to drain completely and then close radiator drain valve tightly. (Install block drain plugs, if removed.)
7. Remove recovery cap leaving

hoses in place. Remove coolant recovery tank, empty fluid, scrub and clean bottom and sides of tank with detergent and water, flush well with clean water, drain and reinstall.

8. Add sufficient ethylene glycol coolant, meeting GM Specification 1899-M, to provide the required freezing and corrosion protection—at least a 50 percent solution -34°F (-37°C). Fill radiator to the base of the radiator filler neck and bring level of coolant in the recovery tank to the “FULL HOT” mark. Reinstall recovery tank cap.
9. Run engine, with radiator cap removed, until radiator upper hose becomes hot.
10. With engine idling, add coolant to radiator until level reaches bottom of filler neck; install cap

making certain arrows line up with overflow tube.

It is the owner's responsibility to:

- Maintain cooling system freeze protection at -20°F (-29°C) or below to ensure protection against corrosion and loss of coolant from boiling even though freezing temperatures are not expected.
- Add ethylene glycol base coolant that meets GM Specification 1899-M when coolant additions are required because of coolant loss or to provide additional protection against freezing at temperatures lower than -20°F (-29°C), and in Canada to -35°F (-37°C).

NOTE: Alcohol or methanol base coolants or plain water are not recommended for your vehicle at any time.

Radiator Pressure Cap

The radiator cap, a 15 lb. pressure type, must be installed tightly, otherwise coolant may be lost and damage to engine may result from overheating. Radiator pressure caps should be checked periodically for proper operation. If replacement is required specify AC.

Thermostat

The cooling system is protected and controlled by a thermostat that maintains a satisfactory engine operating temperature. This thermostat is installed in the engine coolant outlet and is designed for continuous use through both winter and summer. When replacement is necessary, Delco parts are recommended.

CHASSIS ITEMS

Rear Axle Lubricant

Standard — Every 12 months or 7,500 miles, whichever occurs first,

check lubricant level and add lubricant, if necessary, to fill to level of filler plug hole. Use SAE 80W or SAE 80W-90 GL-5 Gear Lubricant. (For vehicles operated in Canada, use SAE 80W GL-5 Gear Lubricant.)

Positraction — Drain and refill after the first 15,000 miles then maintain same as standard axle but *use only the special positraction lubricant* available from your Chevrolet Dealer, part number 1051022.

Front Suspension

Every 12 months or 7,500 miles Lubricate fittings with water resistant EP Chassis Lubricant which meets GM Specification 6031M.

NOTE: Ball joints should not be lubricated unless their temperature is $+10^{\circ}\text{F}$ (-12°C), or higher. During cold weather, they should be allowed to warm up as necessary before being lubricated.

Steering Linkage

Every 12 months or 7,500 miles, lubricate fittings with water resistant EP Chassis Lubricant which meets GM Specification 6031M.

Power Steering System

Check the fluid level in the pump reservoir at each oil change period. Add GM Power Steering Fluid (GM #1050017 or equivalent) as necessary to bring level into proper range on filler cap indicator de-

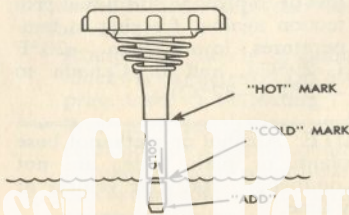
pending upon fluid temperature.

If at operating temperature [approximately 150°F (66°C)—hot to the touch], fluid should be between “HOT” and “COLD” marks. If at room temperature [approximately 70°F , (21°C)], fluid should be between “ADD” and “COLD” marks. Fluid does not require periodic changing.

Standard Steering Gear

The steering gear is factory-filled with steering gear lubricant. Seasonal change of this lubricant should not be performed and the housing should not be drained—*no lubrication is required for the life of the steering gear.*

Every 30,000 miles, the gear should be inspected for seal leakage (actual solid grease—not just oily film). If a seal is replaced or the gear is overhauled, the gear



housing should be refilled only with the proper Steering Gear Lubricant as noted below.

NOTE: Use only #1051052 (13 oz. container) Steering Gear Lubricant which meets GM Specification GM 4673M, or its equivalent.

Do not use EP Chassis Lube, meeting GM Specification GM 6031M, to lubricate the gear. **DO NOT OVER-FILL** the gear housing.

Front Wheel Bearings

Every 30,000 miles—clean and repack with a high melting point wheel bearing lubricant. Use wheel bearing lubricant GM Part No. 1051344 or equivalent. This is a premium high melting point lubricant. When replacement is necessary specify Delco parts.

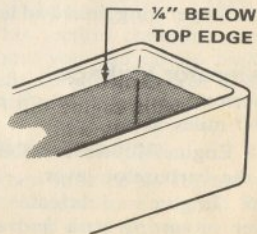
NOTICE: "Long fibre" or "viscous" type lubricant should not be used. Do not mix wheel bearing lubricants. Be sure to thoroughly clean bearings and hubs of all old lubricant before repacking.

Tapered roller bearings used in this vehicle have a slightly loose feel when properly adjusted. They must never be over tightened (preloaded) or severe bearing damage may result. Consult your authorized Chevrolet Dealer or Service Manual for proper detailed adjustment procedures and specifications.

Brakes

Brake linings should be periodically inspected for wear by a qualified technician. The frequency of this inspection depends upon driving conditions such as traffic or terrain, and also the driving techniques of individual owners. Your Chevrolet Dealer is best qualified to advise you as to how often this inspection should be performed. When replacement is required, specify GM and Delco parts.

REMINDER: The front disc brakes have a built-in wear indicator that is designed to make a high frequency, squealing or cricket-like warning sound when the linings are worn to where replacement is required. The sound will occur intermittently or continuously when wheels are rolling, but will disappear when the brake pedal is firmly applied. Also see the brake checks listed in the Maintenance Schedule folder.



CLASSIC CAR ARCHIVE

Master Cylinder — Every 12 months or 7,500 miles—Check fluid level in each reservoir and maintain ¼" below lowest edge of each filler opening with Delco Supreme No. 11 or DOT-3 hydraulic brake fluid.

Parking Brake Pulley, Cables and Linkage—Every 12 months or 7,500 miles — Apply water resistant EP Chassis Lubricant which meets GM Specification 6031M, to parking brake cable at cable guides and at all operating links and levers.

Accelerator Linkage

Lubricate with engine oil every 15,000 miles as follows:

1. V-8 Engine—lubricate cable pin at the carburetor lever.
2. L-6 Engine — lubricate idler lever mounting stud and cable

pins, and both ends of rod-to-carburetor lever.

Hinges

The following points should be checked and lubricated every 12 months or 7,500 miles, whichever occurs first: hinges on all doors, fuel filler door, trunk lid, door lock striker and door jamb switches.

Hood Latches

Every 12 months or 7,500 miles whichever occurs first, lubricate hood latch assembly and hood hinge assembly as follows:

1. Wipe off any accumulation of dirt or contamination on latch parts.
2. Apply Lubriplate or equivalent

to latch pilot bolts and latch locking plate.

3. Apply light engine oil to all pivot points in release mechanism, as well as primary and secondary latch mechanisms.
4. Lubricate hood hinges.
5. Make hood hinge and latch mechanism functional check to assure the assembly is working correctly.

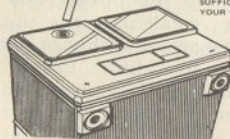
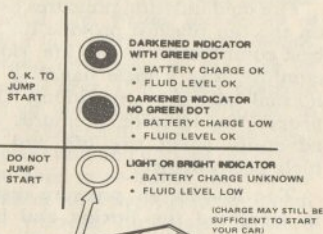
Air Conditioning

Have your Chevrolet Dealer check your Air Conditioning system at some time during the winter months to be sure there has been no loss in cooling output. During the summer, see your Chevrolet Dealer immediately if you suspect the system is not performing as it should.

NOTE: Your car's air conditioning system will not operate below ambient temperatures of 30°F (-1°C) regardless of control position.

BATTERY CARE

CAUTION: Never expose battery to open flame or electric spark—chemical action in the battery generates hydrogen gas which is flammable and explosive. Do not allow battery fluid to contact eyes, skin, fabric, or painted surfaces—fluid is a corrosive sulfuric acid solution which could cause personal injury or property damage. FLUSH ANY CONTACTED AREA WITH WATER IMMEDIATELY AND THOROUGHLY. WEAR EYE PROTECTION WHEN WORKING ON OR NEAR BATTERY. Remove rings, metal watchbands and other metal jewelry before working on or around a battery. Be careful in using metal tools and equipment. If such metal should contact the positive battery terminal (or metal in contact with it) and any other metal on the car, a short circuit may occur which could cause personal injury. Batteries should always be kept out of the reach of children.



ARRESTOR CAPS



TIRES

The factory installed tires on your vehicle, shown in the Tire Usage Chart, are engineered to provide a proper balance of these performance characteristics for normal vehicle operation:

- Endurance
- Handling
- Noise
- Ride
- Road Hazard Resistance
- Rolling Resistance
- Traction
- Tread Mileage

This section contains some tips on how you can obtain maximum benefit from these tires and your investment in them.

Vehicle Loading

When inflated as recommended on the tire pressure placard, located on the left door of your vehicle, the

CLASSICARCHIVE

tires originally installed will operate satisfactorily at all normal highway loads and speeds. Do not load your vehicle beyond the capacity (total pounds) shown on the tire placard. This represents the design capacity of the vehicle, not merely of the tires.

Station Wagon loads should be distributed as far forward as possible. Luggage racks do not increase the maximum vehicle load capacity specified on the tire placard.

RECOMMENDED TIRE PRESSURES	
PRESSURE COLD	
<u>VEHICLE LOAD</u>	<u>FRONT</u> <u>REAR</u>
UP TO VEHICLE CAPACITY	
RECOMMENDED TIRE SIZE(S)	
(USE ONLY IN SETS) LOAD RANGE	
BECAUSE OF POSSIBLE ADVERSE EFFECTS ON VEHICLE HANDLING, DO NOT MIX RADIAL, PLY TIRES WITH OTHER TYPE TIRES ON THE SAME VEHICLE.	
VEHICLE CAPACITY	
<u>BENCH SEAT</u> 8 OCCUPANTS 3 FRONT-3 REAR TRUNK LOAD	<u>BUCKET SEAT</u> 8 OCCUPANTS 3 FRONT-3 REAR TRUNK LOAD
SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION	
PRINTED IN USA	

Inflation Pressure

Tire cold inflation pressures listed on the tire placard provide for the best combination of tire life, riding comfort, and vehicle handling for normal driving conditions. Improper tire inflation pressures can adversely affect tire life and vehicle performance.

Too low an air pressure results in increased tire flexing and heat build up, weakening the tire and increasing susceptibility to damage or failure. In addition, low air pressure reduces fuel economy and may result in abnormal tire wear and adverse vehicle handling. Too high an air pressure can result in harsh ride, increased susceptibility to damage from road hazards, and abnormal wear.

Tire inflation pressures should be checked (including the spare tire unless it is a stowaway), when the

tires are "cold" at least monthly and when changing the load you plan to carry in your vehicle.

1. The cold tire inflation pressure applies to the tire pressure when a vehicle has not been driven for 3 hours or more, or driven less than 1 mile.
2. It is normal for tire pressures to increase 4-8 PSI or more, when the tires become hot from driving. Do not "bleed" or reduce tire inflation pressures after driving your vehicle. Bleeding serves to reduce "cold" inflation pressure and increase tire flexing which can result in tire damage and failure.
3. For sustained driving at turnpike speeds, cold inflation pressures should be increased 4 PSI above the recommended cold inflation pressures on the tire placard up to a maximum of 32 PSI for load

range B tires, 36 PSI for load range C, and 40 PSI for load range D. Sustained speeds above 75 mph are not recommended when the 4 PSI adjustment would require pressures greater than the maximum pressures above.

4. For proper tire inflation when towing trailers see Page 1-10 TRAILER TOWING.
5. Always use a tire pressure gauge (a pocket type gauge is recommended) when checking inflation pressures. Underinflated

radial tires may have the same appearance as a properly inflated radial tire. *Visual inspection of tires for inflation is totally inadequate especially in the case of radial tires.* If inflation pressure of an individual tire is found to be consistently low, have your dealer find and correct the cause.

6. Be sure to re-install the tire inflation valve caps, if so equipped, to prevent dirt and moisture from entering the valve core which could cause air leakage.



**PROPERLY INFLATED
RADIAL TIRE**

CHEVELLE

ENGINE AND BODY STYLE	STANDARD TIRES	OPTIONAL TIRES
All L6 Coupes and Sedans	FR78-15 B/W	*FR78-15 W/S
All V8 Coupes and Sedans	GR78-15 B/W	*GR78-15 W/S HR78-15 B/W & W/S %GR70-15 B/W, W/S, W/L
Station Wagons	HR78-15 B/W	HR78-15 W/S

All tires are radial, steel-belted construction, and are load range B, except as noted.

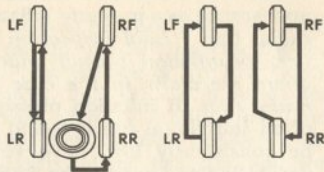
*Also available: Optional stowaway spare tire.

%Requires F41 handling package. (Sport suspension).

7. If a loss of inflation pressure occurs while driving, do not attempt to drive on the deflated tire more than necessary to stop safely. Driving even a short distance on a deflated tire can damage a tire and wheel beyond repair.

Inspection and Rotation

Your tires perform different jobs (front tires are involved with steering and rear tires normally with propelling the vehicle) and can wear differently depending on the type of roads driven, individual driving habits, etc. To obtain maximum tire life you should inspect and rotate your tires regularly. Many car and tire dealers will perform a free tire inspection and assist you in identifying uneven or abnormal tire wear which is usually the result of incorrect inflation pressure, lack of regular rotation, improper wheel alignment, out-of-



5 WHEEL ROTATION 4 WHEEL ROTATION

RADIAL TIRES

balance, or poor driving habits.

Bias and bias-belted tires should be rotated at least every 7,500 miles. Radial tires should be rotated at least at the first 7,500 miles and then at least at 15,000 mile intervals thereafter or whenever uneven tire wear is noticed.

NOTE: It is recommended that the brakes be inspected for wear whenever the tires are rotated.

CAUTION: Before re-installing aluminum wheels, any build-up of corrosion on the wheel mounting surface and brake drum or disc mounting surface should be removed by scraping and wire brushing. Installation of aluminum wheels without good metal-to-metal contact at the mounting surfaces can result in loosening of the wheel nuts which can eventually allow the wheel to come off while the vehicle is in motion, causing loss of control.

Alignment and Balance

Proper front-end alignment minimizes tire tread wear. Your front-end suspension components should be inspected regularly and aligned as necessary. See the Maintenance Schedule Folder for more information. (Ball joints have built-in wear indicators and some movements in the joints is normal.) Improper alignment will not cause vibration. However, improper toe alignment will cause front tires to roll at an angle resulting in excessive wear. Improper caster or camber alignment will cause your front tires to

wear unevenly and can cause the vehicle to "pull" to the left or right.

Proper tire balancing provides the best riding comfort and helps to minimize tire tread wear. Out-of-balance tires can cause annoying vehicle vibration and irregular tire wear such as cupping, flat spots, etc.

Traction and Snow Tires

A decrease in driving, cornering, and braking traction occurs when water, snow, ice, gravel, or other material is on the road surface. Driving practices and vehicle speed should be adjusted to the road conditions.

When driving on wet or slushy roads, it is possible for a wedge of water to build up between the tire and road surface. This phenomenon, known as hydroplaning, may cause partial or complete loss of traction, which adversely affects

vehicle control and stopping ability. To reduce the possibility of traction loss, the following precautions should be observed:

1. Slow down during rainstorms or when roads are slushy.
2. Slow down if road has standing water or puddles.
3. Replace tires when tread wear indicators are visible.
4. Keep tires properly inflated.

If your vehicle is equipped with radial tires with a TPC Spec No. molded into the sidewall adjacent to the tire size marking, your tires were designed to provide better snow traction performance than bias or bias-belted tires without snow treads. However, if you equip your vehicle with snow tires, you should use snow tires of the same size, load range, and construction type as your other tires. Vehicle speeds should be limited to 75 mph if snow tires are installed.

CAUTION: Do not mix different types of tires on your vehicle such as radial, bias, and bias-belted tires except in emergencies, because vehicle handling may be seriously affected and may result in loss of control. This caution does not apply to the spare tire furnished for your vehicle which is specifically designed to properly mix with the other tires on your vehicle.

Snow Chains

When using chains, to prevent chain damage to the vehicle:

- Install the chains as tightly as possible, then re-tighten after driving $\frac{1}{4}$ to $\frac{1}{2}$ of a mile.
- Do not exceed 45 mph or the chain manufacturers' speed limit if lower.
- Drive in a restrained manner avoiding large bumps, potholes, severe turns and other maneuvers causing the vehicle to bound up and down.
- Follow the chain manufacturers' instructions.

Spare Tire

For the use and installation of your spare tire, see Section 3 ("In Case of Emergency") in this Manual.

Tire Replacement Considerations

You should replace your tires when...

1. Your tires are worn to a point where $2/32$ inch or less tread remains or cord or fabric is exposed. To help you detect this condition, your tires incorporate built-in tread wear indicators that appear between the tread grooves when tread depth is $2/32$ inch or less. When the indicators appear in two or more adjacent grooves at three locations around the tire, the tire should be replaced.
2. Your tire tread or sidewall is

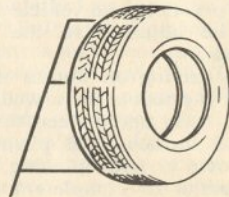
cracked, cut, or snagged deep enough to expose the cord or fabric.

3. Your tire has a visible bump, bulge, or separation.
4. Your tire sustains a puncture, cut, or other injury that cannot be satisfactorily repaired because of the size or location of the injury.

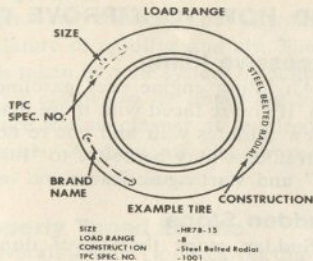
When replacing tires, you should use the same size, load range, and construction type (bias, bias-belted, or radial) as originally installed on your vehicle. This does not include the spare tire furnished with your vehicle which is specifically designed to properly mix with your original tires. Use of any other size or type tire may seriously affect ride, handling, speedometer/odometer calibration, vehicle ground clearance, and tire clearance to the body and chassis. If replacing only a single tire, it should be paired on

the same axle with the least worn tire of the other three.

On most vehicles originally equipped with radial tires, you will find a TPC Spec. No. (Tire Performance Criteria Specification Number) molded into the tire sidewall adjacent to the tire size marking. This designation indicates that the tire meets rigid dimensional and performance standards which were developed for your car. These specifications insure a proper balance of endurance, handling, noise, ride, and traction. Replacing your



TREAD WEAR INDICATORS



tires with tires having the same TPC Spec. No. will assure you that your new tires are compatible with your car.

Wheel Replacement Considerations

Wheels must be replaced if bent, heavily rusted, leak air, or if lug nuts continually loosen. Do not straighten bent wheels or use inner tubes in leaking wheels.

When replacing wheels for any reason, the replacement wheels should be equivalent in load capacity, diameter, width, offset, and mounting configurations to those originally installed on your vehicle. Replacement wheels can be obtained from your Chevrolet dealers.

A wheel of improper size or type may adversely affect wheel and

bearing life, brake cooling, speedometer/odometer calibration, vehicle ground clearance, and tire clearance to the body and chassis. Replacement with "used" wheels which may have been subjected to harsh operating conditions or very high mileage is not recommended. These wheels may fail prematurely without any prior visual indication.

Warranty

Tires are guaranteed by the tire manufacturers. Guarantee information is included in the Passenger Car Tire Owner's Guarantee folder furnished with your vehicle.

IMPORTANT FACTS YOU SHOULD KNOW ABOUT GASOLINE MILEAGE

... AND HOW TO IMPROVE IT

How you drive, where you drive, and when you drive all have an effect on how many miles you can get from a gallon of gasoline. The careful attention you give your car as far as maintenance and repairs are concerned will also contribute importantly to fuel economy.

Fuel Selection

Your vehicle is designed to operate *only on unleaded* gasoline of at least 87 average octane number (Research octane plus Motor octane divided by two). This gasoline should have a Research octane number of at least 91, and a Motor octane number of at least 83. Unleaded gasoline is essential for proper emission control system operation, and it will minimize

spark plug fouling. The use of leaded gasoline can damage or severely reduce the effectiveness of the emission control system and result in loss of warranty coverage.

"Jackrabbit" Starts

Gasoline can be conserved (and engine and tire life prolonged) by avoiding unnecessarily rapid acceleration away from lights and stop signs.

Stop-And-Start Driving

Frequent stops and starts during a trip really cut down on your miles per gallon. Plan even your short shopping trips to take advantage of through streets to avoid traffic lights. Pace your driving like the professional drivers to avoid unnecessary stops.

Excessive Idling

An idling engine uses gasoline, too. If you're faced with more than a few minutes wait and you're not in traffic, it may be better to "turn off" and start again later.

Sudden Stops

Sudden stops themselves don't waste gasoline, but energy is wasted as heat in braking. Energy in the form of gasoline is also needed to accelerate back to driving speed.

Lubricants

A properly lubricated vehicle means less friction between moving parts. Consult this manual and the maintenance schedule for the proper lubricants to use and the lubrication intervals.

Air Cleaner

Your car receives its power from a mixture of gasoline and air. The air is taken into the system through the air cleaner so it's important to replace the air cleaner at required intervals. A dirty air cleaner reduces engine efficiency.

Properly Tuned Engine

Overall tuning (a check on timing, spark plugs, emission control devices, etc.) can improve your car's gas mileage. You just can't expect an "out-of-tune" engine to give you good gas mileage and cleaner air.

Excess Weight

Fuel economy is related to the work the engine must do. The heavier the load, the more power

it takes. Keep excess weight to a minimum by removing any personal effects or luggage from the car or trunk when they are not needed.

Tire Inflation

Underinflation not only causes needless wear of the tires, but can also waste gasoline. It's a good idea to check tire pressures regularly.

Wheel Alignment

Incorrect "toe in" or "toe out" can have the effect of dragging your front tires sideways and may cause premature tire wear. It takes power to carry this extra load and that takes gas from your tank.

Catalytic Converter

The catalytic converter is an

emission control device added to the exhaust system to reduce hydrocarbon and carbon monoxide pollutants in the exhaust gas stream. The converter contains small, porous beads which are coated with the catalytic material, platinum and palladium. Use of the catalytic converter for emission control has the advantage of allowing the engine to be tuned for improved fuel economy and driveability.

The catalytic converter requires the use of unleaded fuel only.

Unleaded gasoline is used to reduce combustion chamber deposits, corrosion and to prevent lead contamination of the catalyst. *The use of leaded fuel will cause the catalytic converter to become ineffective as an emission control device.*

Important

1. Keep your engine properly tuned. Certain engine malfunctions, particularly involving the electrical, carburetion or ignition systems, may cause unusually high converter and exhaust system temperatures. *Do not continue to operate your vehicle if you detect engine misfire, noticeable loss of performance or other unusual operating conditions but have it serviced promptly.* A properly tuned engine will help avoid malfunctions that could damage the catalytic converter, and will help maintain effective emission control and fuel economy. See your Maintenance Schedule folder for information on inspecting and maintaining the engine, exhaust system, and other vehicle components.
2. Do not park your car over combustible materials, such as grass or leaves, which can come into contact with the hot exhaust system and cause such materials to ignite under certain wind and weather conditions.
3. Do not push or tow this vehicle to start. Under some conditions, this could damage the catalytic converter.

DISREGARD OF THESE WARNINGS COULD CAUSE DAMAGE TO THE CATALYTIC CONVERTER, TO THE VEHICLE, OR PROPERTY NEAR THE VEHICLE.

SPECIFICATIONS

These specifications are provided for information only. Before using this information, see the cautionary and procedural material throughout this manual. For further information, refer to the service manual covering the chassis or body component in question. Your Chevrolet dealer may also be able to provide assistance.

VEHICLE IDENTIFICATION NUMBER

Car—Stamped on Vehicle Identification Plate attached to left of instrument panel.

Engine—Stamped on boss on block.

6-Cylinder—On right side of block to rear of distributor.

8-Cylinder—On right side of block at front.

Body—Stamped on plate attached to cowl panel.

DIMENSIONS

CHEVELLE

Overall Length—Station Wagon	215.2"
4-Door Sedan	209.2"
2-Door Coupe	205.3"
Width	76.6"
Wheelbase—4-Dr. Sedan, Station Wagon	116.0"
—2-Dr. Coupe	112.0"
Overall Height—Sedan	53.8"
Coupe	53.1"
Wagon	55.6"

TURN SIGNAL FLASHER:

Type	Capacity
All	2 lamp (LL)
Hazard Warning Flasher, All	4 lamp

BATTERY RATING

ENGINE	VOLTS	WATTS*	RESERVE CAPACITY**
L6	12	2300	60 Min.
V8	12 Std.	2900	100 Min.
	12 Std.	4000	125 Min.

*Cranking power at 0°F.

**Minutes before battery drops to 10½ volts with a continuous 25 amp. drain.

CAPACITIES

Gasoline Tank (approx.)

	U.S. Measure	Imperial Measure
All	22 gal.	18¼ gal.

TIRE AND WHEEL NUT INFORMATION

Complete tire information will be found beginning on page 5-14.

Wheel Nut Torque.....80 ft. lbs.

CAPACITIES**Crankcase Refill**

	U.S. Measure	Imperial Measure
Oil change only	4 qt.	3 1/4 qt.
Oil and Filter change	5 qt.	4 1/4 qt.

Cooling System

L-6 Engine**	15 qt.	12 1/2 qt.
V-8 Engine*	17 1/2 qt.	14 1/2 qt.

*with air cond. add 1 qt. U.S. meas. (3/4 qt. Imperial meas.)

**with air cond. add 2 qts. U.S. meas. (1 3/4 qts. Imperial meas.)

Air Conditioning System**Compressor Oil**

L-6	6 oz.
V-8	11 oz.
Refrigerant	3 lb. 12 oz.

Transmissions

3 Speed	3 pts.	2 1/2 pts.
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Turbo Hydra-matic

350	10 qts.	8 1/4 qts.
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CAPACITIES (Cont'd)**Thermostat**

All engines	195°
Radiator Pressure Cap	15 lb.

SPARK PLUGS

The following spark plugs are recommended for your engine.

	Normal Service	Original Equip.
L6 Engine All V-8 Engines	AC Type R-46TS AC Type R-45TS	

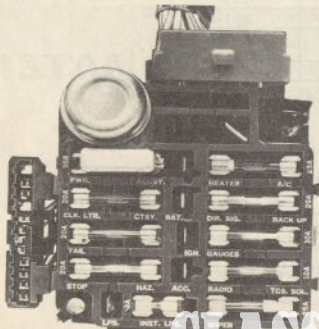
ITEM	USAGE	RECOMMENDATION
Engine Oil Filter	ALL	AC Type PF25
Radiator Cap	ALL	AC Type RC-33
Air Cleaner Element	L-6 V-8	AC Type A169CW AC Type A348C
Carburetor Fuel Filter	L-6 V-8 (2 Bbl.) V-8 (4 Bbl.)	AC Type GF470 AC Type GF470 AC Type GF471
Positive Crankcase Valve	L-6 V-8	AC Type CV781C AC Type CV774C
Crankcase Vent Filter	ALL	AC Type FB59

ENGINE SPECIFICATIONS

CARBURETOR ENGINE DATA	6 Cyl. Engine	8 Cylinder Engine	
	250 Cu. In.	305 Cu. In.	350 Cu. In.
	1 Barrel	2 Barrel	4 Barrel
Comp. Ratio	8.25:1	8.50:1	8.50:1
Bore	3.875	3.74	4.0
Stroke	3.53	3.48	3.48
Firing Order	1-5-3-6-2-4	1-2-4-3-6-5-7-2	

FUSES AND CIRCUIT BREAKERS

The wiring circuits in your vehicle are protected from short circuits by a combination of fuses, circuit breakers, and fusible thermal links in the wiring itself. This greatly reduces the hazard of electrically caused fires in the automobile. The fuse junction block is located under the left side of the instrument panel.



FUSES AND CIRCUIT BREAKER:

The headlamp circuits are protected by a circuit breaker in the light switch. An electrical overload will cause the lamps to go on and off, or in some cases to remain off. If this condition develops, have your wiring circuits checked immediately. In addition to a fuse, the windshield wiper motor is also protected by a circuit breaker. If the motor overheats, due to overloading caused by heavy snow, etc. the wipers will remain stopped until the motor cools. Be sure to have the cause of overloading corrected. Also, a circuit breaker, mounted on the firewall, protects the power window and power seat circuits if vehicle is so equipped. Where current load is too heavy, the circuit breaker intermittently opens and closes, protecting the circuit until the cause is found and eliminated.

Fuses, located in the Junction Block beneath the dash on the driver's side are:

Radio, TCS, Pulse Wiper, Hydra-matic Downshift, Anti Diesel Control.....	10 Amp.
W/S Wiper.....	25 Amp.
Stop Lamps, Hazard Flasher.....	20 Amp.
Heater, A/C.....	25 Amp.
Dir. Sig., B/U Lamps, Side Marker Lamps, Blocking Relay (A/C).....	20 Amp.
Inst. Lamps, Floor Shift Lamps, Radio and Heater Dial.....	4 Amp.
Gauges, Instr. Panel Warning.....	10 Amp.
Key Warning Buzzer, Clock, Courtesy Light, Lighter, Glove Box and Dome Lamp.....	20 Amp.
Tail Lamps, License, and Side Marker Lamp.....	20 Amp.

An Air Conditioning high blower speed fuse, 30 amp. is located in an in-line fuse holder running from Junction block to Air Conditioning relay.

Do not use fuses of higher amperage rating than those recommended above.

Fusible Links are incorporated into the wiring system. These are wires of such a gauge that they will fuse (or melt) before damage occurs to an entire wiring harness in the event of an electrical overload. See your Chevrolet Dealer if fusible link replacement becomes necessary.

100,000 MILES SAT. FEB. 17, 1990

2-134

Sept 14, 1991
15,250

CHEVELLE

BULB SPECIFICATIONS

Replace with AC-Guide Lamps

Candle
Power

Number

Headlight Unit		
Outer—High Beam	60W	6014
Low Beam	50W	
Front Park and Directional Signal	32-3	1157
Front Fender Side Marker Lamp	2	104
Rear Side Marker Lamp	2	104
Tail, Stop, and Rear Directional Signal	32-3	1157
License Plate Lamp	4	67%
Back Up Lamps	32	1156
Courtesy Lamp	6	631
Dome Lamp	12	211-2
Instrument Illumination Lamp (Includes Automatic Transmission)	3 —	168 —
High Beam Headlamp Indicator	3	168
Indicator Lamps		
Tailgate Ajar	3	168
Gen.	3	168
Oil	3	168
Temp. System	3	168
Brake Warning	3	168
Turn Signal	3	168
Seat Belt Indicator	3	168
W/S Washer and Light Switch	3	168
Heater or A/C Control Panel Lamp	0.7	1445
Glove Box Lamp	2	1891
Radio Dial Lamp	3	1816
Radio Dial Indicator	1	66
Underhood Lamp	15	93
Luggage Compartment	15	1003

% 168 for sedans and wagons.

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CLASSIC CAR ARCHIVE

OWNER ASSISTANCE

The satisfaction and goodwill of the owners of Chevrolet products are of primary concern to your dealer and the Chevrolet Motor Division. Normally, any problems that arise in connection with the sales transaction or the operation of your car will be handled by your dealer's Sales or Service Departments. It is recognized, however, that despite the best intentions of everyone concerned, misunderstandings will sometimes occur. If you have a problem that has not been handled to your satisfaction through normal channels, we suggest that you take the following steps:

STEP ONE—Discuss your problem with a member of dealership management. Frequently,

complaints are the result of a breakdown in communications and can quickly be resolved by a member of the dealership management. If the problem already has been reviewed with the Sales Manager or Service Manager, contact the Dealer himself or the General Manager.

STEP TWO—Contact the Chevrolet Zone Office closest to you listed on the following pages (or in Canada contact the General Motors Zone Office). When it appears that your problem cannot be readily resolved by the dealership without additional assistance, the matter should be called to the attention of the Zone's Customer Services Department and the following information provided:

CLASSIC CAR ARCHIVE

- Your name, address, telephone number
- Vehicle Identification number*
- Dealer's name and location
- Vehicle's delivery date and mileage
- Nature of problem

STEP THREE — Contact the Customer Services Manager, Chevrolet Central Office, Chevrolet Motor Division, Detroit, Michigan 48202 (313-556-5219)

(or in Canada contact the Customer Service Manager, Oshawa, Ontario 416-644-6624).

If after an additional review of all facts involved he feels that some further action can be taken, he will so instruct the Zone. In any case, your contact will be acknowledged providing Chevrolet's position in the matter.

When contacting the Zone or Central Office, please bear in mind that ultimately your problem likely

will be resolved in the dealership, utilizing the dealer's facilities, equipment and personnel. It is suggested, therefore, that you follow the above steps in sequence when pursuing a problem.

Your purchase of a Chevrolet product is greatly appreciated by both your dealer and Chevrolet Motor Division. It is our sincere desire to assist you in any way possible to assure your complete satisfaction with your vehicle.

*Available from vehicle registration, title or plate attached to left top of instrument panel and visible through the windshield.

CLASSIC CAR ARCHIVE

CHEVROLET ZONE OFFICE ADDRESSES

When calling for assistance, please ask for Customer Services Manager

ATLANTA 30302

5730 Glenridge Dr., N.E.
(404) 256-5500

BALTIMORE

1800 Parkway Drive
Hanover, Maryland 21201
(301) 796-3640

BIRMINGHAM

3490 Montgomery Hwy.
Homewood, Alabama 35209
(205) 870-5320

BOSTON

505 Blue Hill Drive
Westwood, Mass. 02090
(617) 329-1057
(617) 329-0385

BUFFALO

2615 Walden Avenue
Cheektowaga, N.Y. 14225
(716) 684-8025

CHARLESTON

1205-1211 Virginia St., E.
Charleston, W. Va. 25300
(304) 344-2301

CHARLOTTE

6000 Monroe Road
Charlotte, N.C. 28212
(704) 568-2520

CHICAGO

2021 Spring Road
Oakbrook, Ill. 60680
(312) 654-6380

CINCINNATI

11575 Reading Road
Sharonville, Ohio 45241
(513) 841-5027

CLEVELAND

12990 Snow Road
Parma, Ohio 44129
(216) 265-5600

DALLAS

8635 Stemmons Freeway
Dallas, Texas 75200
(214) 688-5241

DENVER

4355 Kearney St.
Denver, Colo. 90200
(303) 320-5023

DES MOINES

818 Fifth Avenue
Des Moines, Iowa 50305
(515) 244-3141

DETROIT

15565 Northland Drive
Southfield, Michigan 48235
(313) 424-2011

FARGO 58102

W. Frontage Road
Hwy. 1-29
(701) 282-4451

FLINT

5198 Territorial Road 48439
Grand Blanc, Michigan
(313) 694-7007

HARRISBURG

Pennsboro Office Center
Taylor Bridge Bypass
Wormleysburg, Pa. 17105
(717) 255-6416

HOUSTON

4807 Wake Forrest St.
Houston, Texas 77000
(713) 668-0511

INDIANAPOLIS

2350 N. Shadeland Avenue
Indianapolis, Indiana 46206
(317) 269-5031

JACKSONVILLE

8206 Phillips Hwy.
Jacksonville, Fla. 32207
(904) 733-3682

KANSAS CITY

8900 Marshall Drive
Lenexa, Kansas 66201
(913) 281-6702

LOS ANGELES

233 Wilshire Blvd., Suite 800
Santa Monica, CA 90401
(213) 393-9356

LOUISVILLE

4501 Indian Trail
Louisville, Ky. 40200
(502) 968-6203

MEMPHIS

3495 Lamar Avenue
Memphis, Tenn. 38100
(901) 363-1410

MILWAUKEE

333 Bishops Way
Brookfield, Wisconsin 53201
(414) 784-2570

MINNEAPOLIS

7600 Metro Blvd.
Edina, Minn. 55424
(612) 830-4044

NEWARK

385 Nordhoff Place
Englewood, N.J. 07631
(201) 894-7100

NEW ORLEANS

3545 I-10 Service Road
Metairie, La. 70153
(504) 888-9013

CLASSIC

CHEVROLET ZONE OFFICE ADDRESSES (Cont'd)

NEW YORK

175 Central Avenue., South
Bethpage, L.I., N.Y. 11714
(516) 420-4340

OAKLAND

10910 E. 14th St.
Oakland, Calif. 94600
(415) 577-0407

OKLAHOMA CITY

12 N.E. 36th Street
Oklahoma City, Okla. 73100
(405) 521-9776

OMAHA

11616 "I" Street
Omaha, Neb. 68100
(402) 333-4500

PEORIA

2009 N. Knoxville
Peoria, Ill. 61601
(309) 688-1021

PHILADELPHIA

935 First Avenue
King of Prussia, Pa. 19406
(215) 265-9380

PHOENIX

1625 W. 23rd St.
Phoenix, Arizona 85282
(602) 968-2425

PITTSBURGH

507-527 Forrest Ave.
Carnegie, Pa. 15106
(412) 928-5125

PORTLAND, ORE.

15005 S.W. Tualatin
Valley Hwy.
Beaverton, Ore. 97005
(503) 646-8271

RICHMOND

5450 Lewis Road
Sandston, Va. 23150
(703) 222-2840

SALT LAKE

303 East South Temple
Salt Lake City, Utah 84111
(801) 532-2345

ST. LOUIS

83 Progress Parkway
Maryland Heights, Mo. 63043
(314) 878-3304

SAN DIEGO

5353 Mission Center Road
San Diego, Calif. 92110
(714) 299-9480

SEATTLE

Bellevue Business
Center Building
Suite 300
777 106th Ave. N.E.
Bellevue, Washington 98009
(206) 464-5111

SYRACUSE

107 Twin Oaks Drive
Syracuse, N.Y. 13200
(315) 437-2861

TARRYTOWN

371 S. Broadway
Tarrytown, N.Y. 10591
(914) 332-0136

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P.O. Box 2510
(403) 243-4621

Regina, Sask. S4P 3E9

581 Park St.
(306) 543-2224

Winnipeg, Man. R2X 0Y9

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(204) 633-1080

London, Ont. N6A 4P6

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P.O. Box 5412
(519) 455-2400

Ottawa, Ont. K1G-0Z4

875 Belfast Road
(613) 237-5051

Toronto, Ont. M3C 1J1

1200 Eglinton Ave., East
(416) 446-5053

Montreal, Que. H9R 4R2

5000 Trans-Canada Highway
Pointe Claire, Quebec
(514) 697-9160

Moncton, N. B. E1C 8M2

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(506) 854-1500

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545-3921

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Service Publications—Chevelle

The following publications covering the operation and servicing of your Chevrolet can be purchased by filling out the reverse side of this order form and mailing it with your check or money order to Helm, Incorporated.

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PLEASE FILL IN REVERSE SIDE OF THIS FORM COMPLETELY. Prices subject to change.

NOTE: Please fill in order form completely
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CANADIAN RESIDENTS should order publications from the Owner
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GAS STATION INFORMATION

Refer to "Service and Maintenance"
Section for Further Details

Gas Cap — Located behind the license plate on all models except station wagons where it is located on the lower left quarter panel. See gas cap removal procedure in "Service and Maintenance" Section (Page 5-2).

Gasoline Recommendation — Use only an unleaded gasoline.

Hood Release — Located beneath center grille nose panel. To open, pull release handle sharply. If, in opening, hood catches on safety catch, press down on hood while pulling on release lever.

Engine Oil Dipstick—Located on the right or left side of engine block depending on engine model. Check oil level as the last operation in a fuel stop. Maintain between "ADD" and "FULL" marks on dipstick.

Engine Oil Recommendation — Use only high quality SE oils. See page 5-3 for oil viscosity chart.

Tire Inflation Pressures—Check at least monthly. Keep inflated to pressures shown on tire placard affixed to left front door of your vehicle.

Windshield Washer—Check reservoir fluid level regularly. Use a washer fluid, such as GM Opti-kleen.

Battery—Check the fluid level monthly. When fluid level is low, add only colorless, odorless drinking water or distilled water to bring level to split ring in filler opening.

If your vehicle is equipped with a FREEDOM battery the test indicator provides information for testing purposes only.



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